



A Howling Wilderness

by Stephen Payne

**The Summit Road of the Santa
Cruz Mountains 1850-1906.**

A HOWLING WILDERNESS

**A History of the Summit Road Area of the
Santa Cruz Mountains 1850-1906**

**By
Stephen Michael Payne**

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A HOWLING WILDERNESS

In the memory of Mrs. Mildred N. Hall, Laurel's historian

FIRST EDITION

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PREFACE

I first became interested in the history of the Summit Road area of the Santa Cruz Mountains shortly after I moved here in 1973. I had been exposed to the concepts of local history at the University of California at Santa Cruz, where I wrote my bachelor's thesis, "*It's Better than Slopping Hamburgers*", on the history of the Santa Cruz Boardwalk. During my first year on the mountain I became acquainted with Dr. Charles Burdick, then the vice-chairman of the History Department at San Jose State University. Dr. Burdick, who also lives in the summit area, was interested in its history and encouraged me to look into the subject.

In 1974 my wife, Susan, took a local history course at Cabrillo College from Sandy Lydon and wrote a paper on Lyman John Burrell. That paper became the cornerstone of this work.

I entered San Jose State University in the Fall of 1974 and began further research on the history of the Summit area. I quickly discovered that there are only two written sources dealing with the history of the entire area. One is John V. Young's "Ghost Towns of the Santa Cruz Mountains" published in weekly installments in the *San Jose Mercury Herald* between April 22, 1934 and July 22, 1934. The other source is Walter Young's Memoirs printed in the *Los Gatos Times-Observer* from July 14, 1959 to September 2, 1959 and November 27, 1961 to January 2, 1962. These and other scattered references to the settlers and times of the pioneering days in the Summit area convinced me that before I attempted a total history of the area I should concentrate on gathering all that I could on the pioneering period—1850 to 1906.

I have used these dates simply because the first settlers came to the Summit area in 1850 and by 1906 most of these early settlers had either died or shortly thereafter passed on. Also the early newspaper in the area, *The Skyland Mountain Realty*, was available for the period from 1906 to 1927 and this source, together with the availability of many mountain residents now residing in the

area, can provide the information necessary for a history from 1906 to the present.

In my research to date I have been fortunate to have the use of several memoirs, newspapers and printed material written by the early pioneers. These were given to me by local residents, many of whom are descendents of the early settlers. In using this material I have taken the view that while I may be held liable for "proper" punctuation, spelling and grammar, the pioneers often did not have the benefit of the wisdom of English instructors. Therefore, I have not used the at times obnoxious [sic] to point out an "error." Rather I have been careful to use the exact language, spelling, punctuation, etc. that was used by the pioneers.

In writing history, including local history, the historian is often concerned with societies other than his own. Being separated in time (however slight) or space from the data, the historian is confronted by the major problem of history, the selection of information. How and why certain documents are picked out of the multitude of material is central to the kind of history that will be produced.

In deciding what material to utilize the historian must consistently work at discovering what the past was like to those living then, rather than substituting the point of view of the present on the past. By explaining actions in the past from the point of view of the past, the historian will overcome the temptation of confronting the past with a new set of morals, morals that quite often would have been incomprehensible to those living when the event took place. In this manner the historian will be better equipped to uncover the process which led to the historical event under study.

This book is an attempt to look into the pioneering period in the Summit Road area of the Santa Cruz Mountains. Whenever possible the use of the pioneers' own statements will be used, as this is *their* history.

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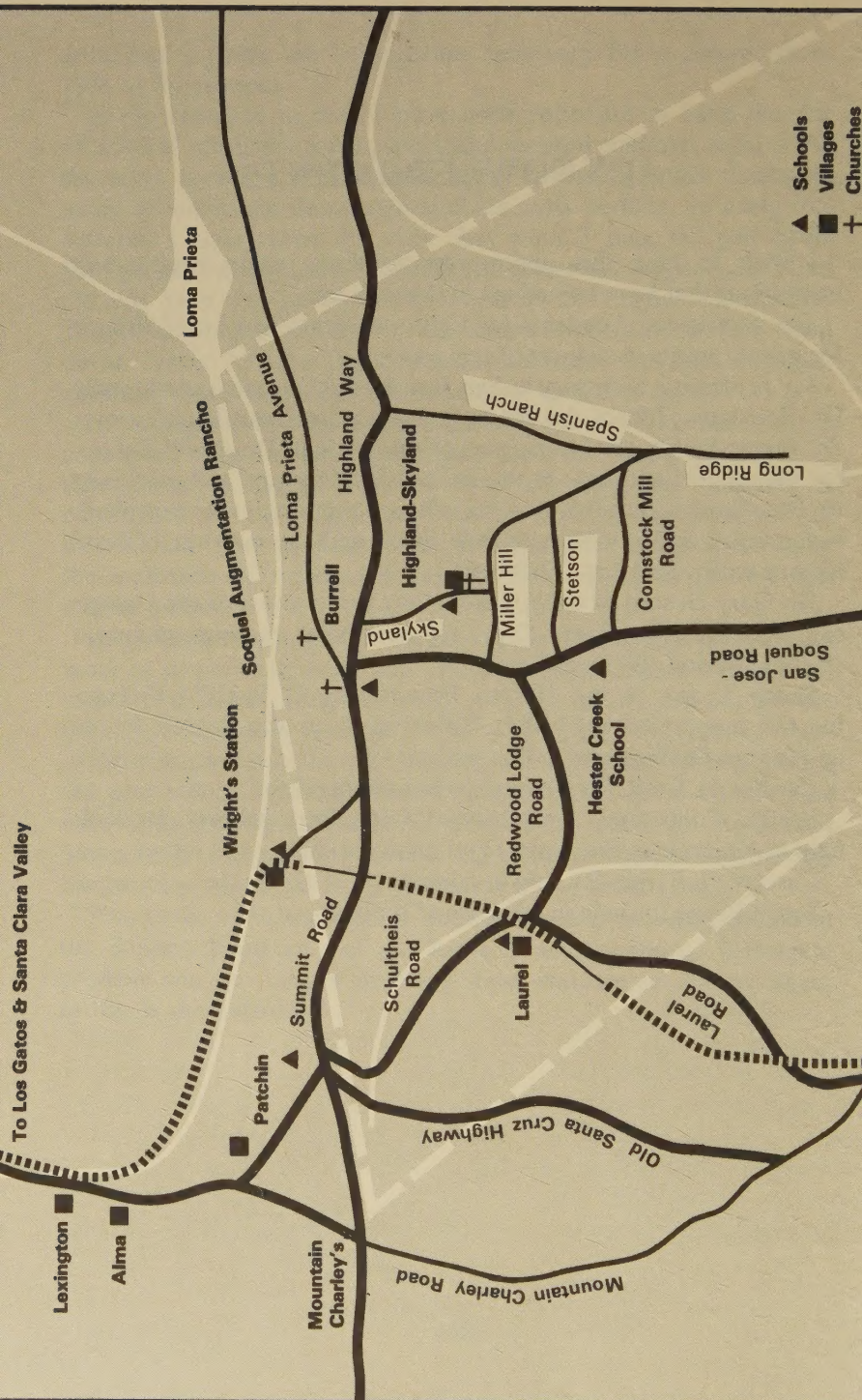
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- Schools
- Villages
- Churches

I

“A HOWLING WILDERNESS”

The Summit Road Area—Santa Cruz Mountains

Situated between the Town of Los Gatos and the City of Santa Cruz, in the central coast counties of California, is the Summit Road area of the Santa Cruz Mountains. The Summit area spans two counties: Santa Clara and Santa Cruz, and is roughly bounded on the west by Highway 17 and on the east by Loma Prieta Road. The northern boundaries are the Moody Gulch area, Patchen (an early post office and present state landmark) and Wright's Station (abandoned). The southern boundaries are the Skyland-Highland area, Hester Creek School (abandoned), and the little burg of Laurel. This area encompasses roughly twenty square miles.

The first written record of this area was left by Spanish explorers in the mid-1700's. The Spanish called the area the *Sierra Azul* (Blue Mountains) and found the area to be a rough and wild land enclosed by giant coast redwoods (*Sequoia Sempervirens*). An apt description of the Santa Cruz Mountains was written by a padre in Santa Cruz:

The adjacent mountains were wild and rugged, the canyons deep and dark with the shadows of the forest. Coyotes broke the stillness with their dismal howls, and herds of deer slacked their thirst in the clear waters of the San Lorenzo. Grizzly bears were numerous, prowling about in herds, like hogs on a farm. (38:4/22/1934)

In the early 1850's when the first settlers came into the Summit area of the Santa Cruz Mountains they found that the region's condition was the same as described by the long forgotten padre. Lyman Burrell, who moved to the area with his family in 1853 wrote years later what they found at their new home:



It seemed like a vast, solitary wilderness—no houses, and no roads. I knew that bears and lions dwelt here, but I feared them not. (17:12/31/1881)

At that time there was no one living in this vicinity. It might truly have been called a howling wilderness: for these beautiful hills and valleys, now covered with orchards and vineyards, comfortable houses, schoolhouses, good roads, with all kinds of improvement going on, and everywhere teeming with busy life, were then the abode of fierce and dangerous animals. They made their homes in the thickets and hollow trees, and went forth both day and night to seek food for themselves and for their young. Wild cats and lions were often seen prowling about while the sun was shining; and the night was often made hideous by the howling of the coyotes. (17:1/28/1882,9-96)

To this wilderness area came the pioneers of the 1850's. In order to have livestock on their little ranches carved out of the forests of giant redwoods, they had a constant battle with the numerous grizzly bears and mountain lions of the area. The most famous of the early pioneers was "Mountain Charley" (Charles Henry McKiernan). McKiernan hunted throughout the area in the 1850's and killed "hundreds" of bears. Although McKiernan usually won his encounters with the four-hundred to one-thousand pound creatures, two almost killed him.

McKiernan's first run in with a bear, while not as famous as his second, was, none-the-less an exciting adventure. While hunting near Lyman Burrell's ranch, in 1853, McKiernan saw a large bear lying near a pond. McKiernan rode his mule to within thirty feet of the sleeping bear, dismounted with his musket, took aim at the back of the bear's head and fired. Assuming that the bear was dead, he was slowly reloading his weapon when the bear rose up and charged him. He grabbed at his saddle horn and tried to mount his mule, but the frightened animal jerked back, threw him, and ran off. Seeing the running mule, the bear returned to her cubs and McKiernan began to search for his gun. Because of his activity the bear was again aroused and charged McKiernan.

Charles Henry McKiernan—the first permanent settler in the Summit area. McKiernan wore his hat low to hide scars on his forehead made by a fight with a grizzly bear.

San Jose Historical Museum

He took to his heels, and never man ran as he did until he reached home. The bear got pretty close to him at times, and would doubtless have caught him had she not been mortally wounded.

On the following day McKiernan returned to the spot with a rifle in hand and found the bear lying dead with her two cubs at her side. McKiernan took the two cubs home to raise, but four months later the cubs killed some hogs and he was forced to destroy them.

(29)

Mountain Charley's second encounter with a bear almost ended with the bear getting the best of McKiernan. On May 8, 1854, McKiernan, in the company of John Taylor, a neighbor, was out hunting with Taylor's dog. After killing five deer the men were in the process of dragging the carcasses out of a gulch when they spotted a bear four hundred yards below them feeding with her cubs. The men decided to kill the bear and started down an animal trail after it. But as they were going down the trail, the bear started up it. As they were climbing over a mound, the startled men saw the bear on the other side. "The bear gave a snort and plunged at them." Taylor took a hurried aim and shot, but the bullet missed and he headed for the nearest tree. McKiernan also fired, hitting the bear over its eye, dazing it momentarily. Not having time to reload his gun, McKiernan hit the bear over the head until the rifle broke. The enraged grizzly rose up

with its tremendous jaws open, and made a snap at Charley, catching him over the left eye and forehead, crushing the skull and tearing out about five by three inches of it.

McKiernan tried to protect his head with his arms, but the bear took the upraised arms in its mouth, "crushing down with her grinders upon one arm, while her tusks passed entirely through the other, escaping the bone." At this point the bear dropped the still-conscious hunter and went down the hill to protect her cubs which Taylor's dog was attacking. Taylor, thinking that McKiernan was dead, left for McKiernan's home to get a horse to pack his friend's body home.

After chasing Taylor's dog away from her cubs, the bear returned to McKiernan, dragged him to a clearing under an oak tree and pawed over him. Finally the bear left.

When Taylor returned, he found McKiernan sitting up and conscious, but paralyzed from the waist down with shock. McKiernan told Taylor that he had been conscious throughout the entire ordeal.

After taking McKiernan to his house, Taylor went to San Jose to get a doctor. Taylor returned the next morning at sunrise with Dr. A. W. Bell, who, after examining the hole over McKiernan's left eye and nose, sent for his partner, Dr. T. J. Ingersoll. Dr. Ingersoll reached McKiernan's house about nine that evening with a silver plate hammered out of two Mexican pesos. After examining his patient, Dr. Ingersoll, found that the silver plate was too small. The next day Dr. Ingersoll returned to San Jose, had another plate made and returned by eight that evening. The two physicians cleaned the wound and completed surgery by eleven that night—without the benefit of anesthetics.

A week later Dr. Ingersoll was forced to remove the silver plate as it was irritating the wound. Twelve months later the wound became infected and again Dr. Ingersoll, this time with a Dr. Spencer, was forced to operate. During this surgery chloroform was used to put McKiernan to sleep. This was the first reported local instance of the use of the new anesthetic. After the doctors removed an abscess caused by a wad of hair in the wound, McKiernan recovered completely.

The wound left McKiernan's face disfigured. From the time of the accident to the end of his life he wore large brimmed hats, pulled down to his eyebrows, to hide the scars.*

McKiernan lived to tell his tale to many a small mountain child. But, his encounter was not the only one between a pioneer and a grizzly.

Down the hill at Lexington, a huge Frenchman, "with a mighty barrel chest, enormous biceps and ham-like fists" fought a bear without benefit of a weapon. The Frenchman was out hunting one day when he suddenly came upon a bear. Quickly firing his rifle without taking proper aim, he managed only to wound the beast in the shoulder. The bear immediately charged the Frenchman who tried to club it with his rifle. The bear knocked the rifle out of the man's hand and bit down on his left wrist. Then the

* (29, 13; 38:4/22/1934; 18:3-5; 20:Vol. I 12/21/1957, 4, Vol. III Autumn 1960, 13)

bear grabbed his left arm with both of its paws. At this point the powerful Frenchman's right arm was free and he began to slug the bear's chest with all his might. The bear hung on to the man's left arm, biting and clawing at it, while the Frenchman was hitting her with his free hand. Finally the bear had had enough and, letting the exhausted man go, she lumbered off into the woods. The man's friends found him unconscious with blood streaming from his arm. Although he lost his arm, the Frenchman lived. The bear was found the next day—dead from injuries caused by the Frenchman's mighty blows. (38:6/24/1934)

Lyman Burrell was another of the early pioneers unfortunate enough to have experienced a brief encounter with a grizzly bear. One day in the mid-1850's Burrell and his son, James Birney Burrell, were in a pasture, building a fence to hold some pigs they owned. The pigs were nearby foraging in the field and began to make some strange noises. Taking up his axe, Lyman Burrell went up a trail to investigate. To his surprise he saw a mother bear and her cub running down the same trail at him. With only his axe in hand Burrell decided that his best move would be to run as fast as he could toward the new fence. Lyman Burrell wrote of the incident in 1882:

I turned back and ran as fast as possible in the trail, with the bear and cub behind me. I soon came to a short turn in the trail, where I stumbled and fell flat on the ground, . . . The old bear instantly took one of my limbs between her jaws. She gave me one good, strong bite.

Fortunately in the confusion the bear decided to keep going and did not further molest Burrell. By the time his son reached the scene with a rifle, the bear and cub were gone.

Burrell's wife managed to patch up his leg and he was able to work, after a six-months' convalescence. The encounter with the bear taught Burrell to have more respect for the grizzly bear: "Until this happened, I had never felt any fear of wild animals; but after this, I never had the least desire to meet a bear." (17:3/9/1882,10-11)

Charles McKiernan's son, James V. McKiernan, told John V. Young that when the early pioneers hunted bear they did so in the following manner:

. . . always the grizzly was treated with respect, and the best shot was a downhill shot, with a fast horse for a quick getaway if necessary. (38:4/22/1934)

Although the pioneers tried to keep their distance from the giant grizzly, sometimes the bears would come to them. While the Burrells were building their first home in 1853, they, not realizing it, located their cabin next to a bear path. Every morning the Burrells would awaken and find new tracks outside their cabin, although the bears never bothered them while they were in the house. Once Lyman decided to put up a large gate to cut off the path. One night a bear came up the path and encountered the gate. Rather than going around and jumping the low fence, the bear "took hold of it, wrenched it from its fastenings, and laid it on the ground,—thinking, no doubt, that *he* was lord of the forest, and always should be." (17:12/31/1881,13,16b; 1/28/1882,14b)

Although the foul-tempered grizzlies were a major problem in the wilderness of the Santa Cruz Mountains, the more numerous and agile mountain lions created problems too. When the early pioneers tried raising sheep, goats, or even pigs, the lions would quickly deplete their stock. Even the building of large fences would not deter the spray cats.

One night as the Burrells were sleeping, they awoke to the screechings and growlings of their dog and a mountain lion, fighting at their front door. Lyman jumped out of bed, grabbed his rifle and flung open the door. He could not see well enough to shoot so instead, shouted warnings at the animals. Presently the dog returned victorious and the lion ran off into the night:

He (the dog) was not badly wounded. He seemed greatly pleased with his victory. He was so excited over it that he sat on the steps and barked all the rest of the night. (17:1/28/1882,13–13b)

The mountain lions would stop at nothing to get a sheep, goat, pig or even small calf. The Burrells were raising some calves in a pen. One night a mountain lion jumped the fence, killed a calf, and jumped the fence again carrying the dead animal. Upon this discovery, Lyman put a full-grown Spanish cow inside the pen on the following night, thinking that the lion would be back for another meal. He was right! That night the lion came back, but

this time met with more than its match. The cow gored the lion and pushed it clear through the fence, breaking several planks in the process. The Burrells never again had trouble with lions getting their calves in that pen. (17:3/4/1882,4)

Other early settlers had problems with the many mountain lions of the district. In 1874, Walter Young's mother was taking some freshly-killed venison into Santa Cruz from their ranch on Summit Road. Traveling down the San Jose-Soquel Road on horseback, she heard a rustling in the bushes. She knew at once that a mountain lion had caught the scent of the deer meat and was stalking her. Rather than attempt to outrun the quicker lion with her horse on that section of overgrown road, she rode on slowly, keeping an apprehensive watch for the lion. The stalking cat crossed the road behind her several times, but Mrs. Young remained calm. Reaching a clearing on both sides of the road near a neighbor's house, Mrs. Young decided that that was the time to make a run for it. Her horse raced through the clearing and rider, horse, and venison reached safety. (40:7/21/1959)

On another occasion Walter Young's father, William A. Young, was out hunting near the San Jose-Soquel Road. Walking through the woods, Young was forced to crawl through a section of brush that was quite thick. Midway through he heard a wildcat's growl. Turning around on his hands and knees, he spotted the cat ready to spring. He was a good shot and managed to get the cat before she got him. In searching the area, Young found the reason the wildcat was after him. She was protecting several kittens. (40:7/28/1959)

Aside from the obvious threat of wild animals the settlers faced other problems. The early pioneers of the Summit area had to carve their own roads out of this wilderness. The rugged mountains were covered by giant first-growth redwood trees, along with madrone, oak and bay trees. Any open area was covered with a heavy covering of manzanita, scotch broom, sage and other almost impenetrable brush. The steep canyons with year-around running water were almost impassable. Early roads no more than paths, would often wash out at the first heavy winter rains; and to clear land or build a good road required a great amount of work and time. The giant trees, often fifteen or twenty feet in diameter, had to be brought down by axe and saw. Then the stumps were

either blasted from the earth or left in place while vineyards and fruit trees were planted in the new clearings.

But, even with all the hard work and danger associated with this wilderness, the pioneers came. They built ranches, stores, post offices, schools, churches, wineries, packing sheds and lumber mills. Even a railroad was cut through the canyons and trees, and tunneled through the heart of the Santa Cruz Mountains.

II

TRANSPORTATION THROUGH THE WILDERNESS

Paths Under the Redwoods

The redwood giants stood isolated for centuries, the only paths under their branches made by forest creatures—trails which led to watering holes or food supplies. Even the huge grizzly bears made only slight markings on the forest floor. Later Costanoan Indians would follow these animal paths as they too searched for food and water, leaving behind only small ribbon-like trails through the home of the giants. But the coming of the white men in the 1790's radically altered this pattern. From the 1790's to the 1950's, a span of only 160 years, these scattered mountain paths became paved roads and freeways. The peace and quiet existing under the branches of the giant redwoods came to an end.

In August 1791, Father Curta Lasuen "crossed the *sierra* by a long and rough way," south of Loma Prieta:

The Spanish trail originated at Morgan Hill, followed the Llagus Creek to the Loma Prieta Divide, continued to Skyland and Sugar Loaf Mountain, and intersected what is now the Soquel Road near Montecita Springs, north of Hester Creek.*

The priest was on his way to Santa Cruz to found a mission there, Mission Santa Cruz. After surveying the area around the proposed mission site and saying Mass, Lasuen returned to Mission Santa Clara; "I returned to Santa Clara by another way, rougher but shorter and more direct. I had the Indians improve the road. . ."

*(55:Vol. I,492; 39:5/1954,22; 40:7/14/1959)

(55:Vol. I,492–493) This road became the forebearer of the present State Highway 17. No longer would the mountain roads be slender, overgrown ribbons that easily disappeared with time. Permanent roads invaded the redwoods.

Although the new mountain road was hardly a thoroughfare, it served the purpose of linking the two missions of Santa Clara and Santa Cruz. Supplies, provisions, seeds, tools, etc. were carried over the mountain on the backs of Indians and donkeys.

The mountain road remained primitive, although passable, until Governor Diego de Borica selected the Santa Cruz area as the site for a new experimental pueblo. On July 23, 1795, Governor Borica ordered Sergeant Pedro Amador to improve the mountain road between Santa Clara and Santa Cruz, so that the new pueblo, Branciforte, could be settled.*

With the improvement of the mountain road, settlers and supplies were easily transported over the mountains. On December 31, 1799, Governor Borica ordered the Branciforte settlers not to use the mountain road for pleasure trips to San Jose without specific advance approval. The Governor wanted the settlers to work their land rather than loiter about San Jose. The road, in the Governor's view, would be used only for the limited purpose of bringing supplies to and from Santa Clara and Santa Cruz. (55:Vol.I,572 fn.51)

The mountain road served the mission and settlement in this manner for the next fifty years. The road was next written about by Captain John Charles Fremont, who traveled through California in 1846 on a thinly-disguised topographical mapping expedition, which, in reality, was a military scouting expedition. The United States of America had begun to look expansively toward the West Coast.

On March 22, 1846, Captain Fremont and his party camped on the *Cuesta de Los Gatos* (Wild-Cat Ridge) and the following day at the summit of the Santa Cruz Mountains. In his journal, Fremont marveled over the giant redwood trees, *Madrona* trees, and the various other plants he found in the mountains. Fremont stayed in the mountain region for two days and then proceeded down

*Governor Borica became governor of California in November, 1794, and immediately started an active campaign to populate California. He wanted to protect the Spanish colony from invasion by British, French, or Russian interests. Branciforte was named for Viceroy Margués de Branciforte, who was Borica's superior. (55: Vol. I, 564–565, 566 fn. 36)

the mountain road to Santa Cruz. (59:Vol.I,456-458; 7:30)

At the time of Fremont's visit the mountain road was being used to transport shingles and lumber, cut from the mighty redwood giants. Although, Fremont described the route from San Jose to Santa Cruz as a "road", Zacariah "Buffalo" Jones described the mountain route as a "bear trail":

Steep, rough and in the summer time a wonderous place for dust, the trail in winter time was a dangerous place for pack-trains and men alike. The bull teams that followed and the stage coach that came later with their ironshod wheels did little toward improving the route, simply transforming it into a pair of parallel ruts that provided a hair-raising ride for venturesome travelers.

The road (Jones established a toll road) was named Farnham's Pass. The honor was given to Mrs. Eliza W. Farnham for being the first woman to cross the Santa Cruz Mountains alone with horse and buggy, quite an adventure in those days. (38:6/17/1934; 17:1882,10)

The mountain road was also used and described by Lyman John Burrell, who traveled over the road in 1851 with his family, as they moved to the summit of the Santa Cruz Mountains:

The ascent of the mountains was not as easy in those days as it is now. We had then no graded turnpike. The road we were to travel had been made for the purpose of getting down logs. It was very tough and steep, and sometimes very sideling. In some places we found it difficult to keep the cattle from sliding off the lower side. We first went over Jones's hill, a distance of about four miles, on the East side of the Creek; then we crossed over and went to the top of another hill on the north side of Moody's gulch, We selected the top of this hill for our second camping ground. On climbing these hills we had to double our team, and carry up one load at a time. . . . It was so rough and steep that we had to partly unload our wagons and take up only a part of a load at a time, thus making several trips.

This section of the road was described by Burrell as being a foot trail, but from the summit, at Charles "Mountain Charley" Henry McKiernan's home, east along the top of the ridge to the site that Burrell had chosen for his ranch, "there was not even a foot trail:"

No *man* had ever been known to drive over the summit with a wagon. It was considered not only difficult, but a rather dangerous undertaking. In those days, a man could not safely travel very far alone, unless he was well-armed, because bears were not unfrequently seen on the trails, and they had not always the politeness to turn out for a man; but, on the contrary, they would sometimes dispute his passage.

After leaving the road at McKiernan's, the Burrells had to use their oxen to break down the manzanita, sage, and other brush between them and their mountain ranch.*

The only other roads in the Santa Cruz Mountain area were built by Charles McKiernan. In the 1850's and 1860's McKiernan built roads throughout his property on the summit and operated a toll road down an old Indian trail near his home. McKiernan's toll road wound through the Moody Gulch area to the turnpike toll road of the Santa Cruz Gap Joint Stock Company, of which he was a stockholder. The first mail delivered in the mountains was carried by stage over Mountain Charley's road. Later Mountain Charley Road was bypassed as the main route, although it is still in use by local residents. (62:477,456; 39:23) These roads were the only way for the mountain settlers to bring up supplies, by mules, from Santa Clara, which had the nearest post office and general store.

Under existing statutes a turnpike road was authorized on March 12, 1853, by the Santa Clara County Supervisors. But, under this statute, no provisions had been made for the operation of a toll road. Since the County was unable and unwilling, financially, to undertake the operation of a mountain road to Santa Cruz, and there existed a clear need for such a road, the statute was amended in 1857 to allow the construction of toll roads owned and operated by private companies. Both McKiernan's and Burrell's roads were incorporated by the Santa Cruz Gap Joint Stock Company when the company built the Santa Cruz Gap Turnpike, from 1857 to 1862.

The Santa Cruz Gap Joint Stock Company was formed by shareholders from both Santa Cruz and Santa Clara Counties on November 1, 1856, with \$20,000 worth of stock. The company

*(17:1/1882,9-12; 62:445; 38:5/6/1934)



was to build and maintain a road over the Santa Cruz Mountains for which they would charge a toll, the rate to be established by the County. The road was financed by subscription with Adolph Pfister as president, D. B. Moody as secretary and officers of the board being L. A. Whitehurst, E. H. Evans, R. S. Smith, A. S. Logan and J. Y. McMillin.

Harry Rice, George Evans and Henry W. Peck were the "viewers," or surveyors, for the laying out of the road on the Santa Cruz side of the mountain. The Santa Clara "viewers" were Sheriff John M. Murphy, L. B. Healy and W. M. Hoy. Freeman and Company received the contract to build the road to Soquel.*

The new road was first used on May 5, 1856, by Joseph Johnson and Peter Davidson, who drove a wagon from San Jose to Soquel over the road. (38:6/17/1934) The *Alta Californian* described the road on December 22, 1860, as having a moderate grade that allowed horses to trot the seven miles to the summit. The road was cut into the side of steep hills and was so narrow and crooked that turnouts were provided to allow wagons to pass. Although these were an improvement, "many accidents . . . occurred with unmanageable horses and careless drivers," resulting in the loss of both horses and wagons. (14)

Although a tremendous sum of money has been spent on the building of the road, it was always in danger of being washed out by winter storms. The worst portion was from the summit to Soquel, as this section crossed Soquel Creek twenty-five times without a bridge. (44:123) Even though the Joint Stock Company had paid for the improvements to the road, "Buffalo" Jones continued to operate his toll road until land suits finally forced him to give up his claim to 180 acres in the foothills above Los Gatos. (38:6/17/1934)

As other people moved into the mountains to settle and as lumbermen advanced further and further into the hills in search of lumber, they built new roads. These early roads were six to

*(38:6/17/1934; 14; 34:4/1927)

In 1875 the only way to haul lumber out of the Skyland area was on wagons down to either Santa Cruz or San Jose. The long journey provided time to hunt along the road as evidenced by the man walking in the foreground.

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seven feet wide, just enough for a team and wagon. The roads were not surfaced or even graveled. In the wintertime the mud was six to ten inches deep and in the summertime the dust was just as deep. The summer dust from wagons hauling fruit and lumber to Santa Clara and Santa Cruz forced the early settlers, who had once built roads right in front of their homes, to divert the roads around their dwellings.

The roads were first built by lumbermen and settlers with pick and shovel; later, plows leveled the road beds and V-scrapers, pulled behind a team of horses, graded the road. Bridges were eventually built crossing over the many gorges and creeks. These bridges often fell down under the heavy loads of fruit and lumber wagons. In the early automotive days the bridges suffered under the weight of trucks laden down with goods. The roads were so winding and turns were so sharp that often people had to back up several times in order to get around a corner. Travel through the mountains was both tedious and dangerous. (40:8/25/1959; 40:23)

As the roadbeds improved with the addition of gravel and better upkeep, bicycles and, later, automobiles and trucks appeared on the mountain roads.* In the early 1900's Mrs. Arthur Sears initiated a petition to ban automobile traffic from the mountain roads. She claimed that automobiles were a hazard and frightened horses, making driving a buggy unsafe. (40:8/11/1959) In 1903, the Santa Cruz Supervisors banned the automobile from mountain roads. After a few years, more progressive mountain residents began to rethink the issue. In 1905, an article in *The Realty* called for the restoration of the automobile in the mountains, claiming that horses had become accustomed to the noise of motor vehicles. The article asked the Board of Supervisors to allow traffic back on the mountain roads. Taking heed of the changing times the Supervisors passed an ordinance, to take effect on March 1, 1905, opening the mountain roads to motorized traffic and setting aside funds to improve the mountain roads. (34:2/1905)

Although the authorization allowed automobiles on the mountain roads, the changing laws did not solve all the troubles of the early motorists. Farmers quickly learned that they could charge \$1.00 to pull a buried automobile from the grasp of the muddy road.

*People traveled as far as San Francisco on bicycles in those days. (40:9/1/1959)

This was felt to be a fair price, at least to the farmer, as his horses were often frightened when meeting an automobile at a narrow or dangerous spot on the road. It would be several years before the horses became used to the gasoline buggies. (40:8/25/1959)

As if winter weather was not enough, taking its toll on the roadway, the earthquake of 1906, disrupted all travel to and from the mountains for several months. The sharp tremor severely damaged Redwood Lodge Road and workmen took until June 1906 to complete repairs. The San Jose-Soquel Road, with its many bridges, suffered extensive damage but was reopened in time for the July 4th festivities at Santa Cruz. (34:6 and 7/1906)

Stagecoach Days in the Mountains

The roads over the Santa Cruz Mountains served not only the settlers and loggers living and working on the summit, but also provided the means by which people could travel to and from Santa Cruz or San Jose via the stagecoach. The early organized road companies quickly saw the benefit of stage travel and encouraged use by the various stage companies of the day.

The first stagecoach line in California was established by John Whistman in the autumn of 1849. This line operated between San Francisco and San Jose, with the latter city serving as its headquarters. The fare for the nine hour trip was two ounces of gold or \$32.00. The line ran an old French omnibus with mules and mustangs pulling the coach. With the first winter rain the operation came to a halt due to the poor road conditions. During the winter the line ran from San Jose to Alviso, where passengers caught the ferry to San Francisco. With spring weather the line went back to full service between San Francisco and San Jose.*

As the years progressed other entrepreneurs established lines throughout California. The first service connecting Santa Cruz and San Jose was established in 1854. The line ran from Santa Cruz to San Juan Bautista, then on to San Jose. Passengers going on to San Francisco stayed overnight before continuing on to the

*(36:255-256; 45:236-237; 55:Vol. VII,151)

steamboat landing at Alviso. This line soon had an opposition line running from Santa Cruz to Soquel, then to Watsonville and over the Pajaro Turnpike mountain road into Gilroy and on to San Jose. (49:27; 62:477)

In 1855 the California Stage Company was awarded the United States mail contract between San Jose and Santa Cruz, which paid \$1,000 annually. The California Stage Company's fare was \$5.00 from Santa Cruz to San Francisco. (5:231; 66:94) The California Stage Company went out of business on March 1, 1855, but local employees in Santa Cruz formed the Pacific Express Company, operating the same route from Santa Cruz to San Francisco. (66:125)

Another stage route to San Jose was established in 1857. This route started in downtown Santa Cruz, crossed the San Lorenzo River at the Water Street Bridge and went up Graham Grade, past where the Pasatiempo Golf Course is now located, to Abraham Hendricks' stage stop in Scotts Valley. At Hendricks' two horses were added to the four-horse team for the journey up the mountain grade to Station Ranch, owned by Charles Christopher Martin, and then on up the mountain to Mountain Charley's stage stop, owned by Charles McKiernan. (62:477) From Mountain Charley's the route went down the mountain to Patchen, Alma, Lexington (where the two additional horses were left off), Los Gatos, and on to San Jose.

In 1858 Frederic A. Hihn joined together with other Santa Cruz businessmen to form a joint stock stage company. The new stage route went from Santa Cruz to Soquel, then up the San Jose-Soquel Road to "Bonny Blink" Hotel at Terrace Grove Road. From there the stage had another stop less than a mile up the road at the old Hotel de Redwood. (62:477) From this point the line went over the Morrell Cut-off to Summit Road and on to Patchen. From there it followed the stage route to San Jose. One stage line ran daily, while the other ran tri-weekly carrying the mail. (5:250 fn.24, 266)

A description of the early stage drivers' duties was written by Lucy Foster Sexton:

The stages stopped at the towns with post offices, leaving the mail in boxes between. Driving up to farmers' boxes on tall polls, the bundles were thrown in, much as it is done on the rail road. The school children furnished the delivery.

These early stages were “gaudily painted” and pulled by four horses which were changed every fifteen miles at a saloon or hotel, and handled by lively drivers. (37:161)

In 1850 Warren Hall and Jared B. Crandall bought out Whistman’s stage line. The new owners purchased Mud-wagons and horses from William Beeks who had brought them across the plains.* The following year Hall traveled to Concord, New Hampshire, and purchased several Concord coaches from the Abbott-Downing Company. These new coaches were added to Hall’s and Crandall’s stage line because the earlier coaches were not much more than buckboard wagons of various sizes and descriptions. Although the Concord coaches were the latest innovation in travel, the coaches were too heavy for winter roads, which were hardly more than one mud hole after another. During the winter months the mud wagons were used even though many of the mountain roads were totally impassable. The Concord coaches** were used in the spring after the roads dried out, and in the summer until the first autumn rains came. (36:258,260 fn.17)

The Concord coaches seated nine passengers on the inside and eight on top. In good weather the favored position was next to the colorful driver. Those so honored were expected to treat the driver with drinks and cigars on the road. At the stations the drivers drank for free, although the drivers were seldom drunk on the road. They were considered to be sober and dependable men. (35:392–393; 36:257,259 fn.13)

N. C. Adams, one of the most accomodating drivers on the Santa Cruz Mountain route, while making up for lost time one day was stopped by a lady, who, after calling to him went back into her house. Thinking that the woman was going to fetch a package, Adams waited. After five minutes, Adams climbed off the stage and knocked at the door, calling out, “Madame, ain’t you pretty near ready?”

Hurrying to the door the embarrassed woman replied, “Oh, Mr. Driver, I ain’t going on the stage, but I want to send a roll of butter to San Jose and it’s nearly come. Won’t you wait till I finish it?”

*Mudwagons were light weight coaches designed for the winter roads, not for comfort. (36:256)

**For a detailed description of the coaches see 35:392–393.



With that, "Adams swallowed a quid of tobacco to distract his own attention, and waited."

Another driver, Sid Conover, had the self-appointed duty of supplying stamps to the ladies on his route, who "'didn't have a stamp in the house.'" (44:81)

One of the most famous drivers on the mountain route was Charley Parkhurst, who drove over the mountain roads about 1868. The story of this driver is well known. Like all stage drivers, Parkhurst wore a heavy muffler, gloves, a buffalo skin coat and cap, and blue jeans—turned up to reveal cuffs of an expensive pair of trousers worn under the jeans. Also, like other drivers, Parkhurst had a sharp throaty whistle, used like a horn to warn others that the stage was just around a sharp corner. For these reasons she was able to hide her identity until her death. (38:6/24/1934)

The drive over the Santa Cruz Mountains was more than merely a means of conveyance from one point to another. The ride was also a form of entertainment, similar to rafting down a river or other dangerous sports today. The ride was described in the May 1873 issue of *Scribner's Monthly* by Susan Coolidge:

From San Jose, a day's staging over the summit of the Coast Range brings you to Santa Cruz, the favorite watering-place of California. I would advise any one with a few spare day's at command, to take this excursion, if only for the sake of the ride over the mountain, which is wonderfully fine. Flower-lovers should not fail to do so, for such roses, geraniums, jeasamines, and passion-flowers grow nowhere else as run riot in every little garden in Santa Cruz. (19)

Another description of the mountain route appeared in the *Santa Cruz Sentinel* on May 16, 1874, titled "The Mountain Ride:"

The ride across the Santa Cruz Mountains is one of the most attractive stage trips in California. The roads from Santa Clara to Santa Cruz command some very picturesque views. . . . Ward & Colegrove's

The most famous type of transportation in the West from 1850 until they were replaced by either the railroad or automobile was the Concord coach. A six horse team like this one was used to climb hills—once at the summit only four horses were used.

Wells Fargo Bank History Room



Concord coaches meet the morning train from San Francisco at Santa Clara. Passengers reach Santa Cruz in time for dinner the same day. From Santa Clara depot to the base of the Mountains at Santa Cruz Gap, the route lays across one of the most fascinating portions of the Santa Clara Valley. . . . The passage through Santa Cruz Gap introduces a change in the scene. . . . The Gap looks like a weird canyon both walls of which are rocky and rugged. It is a slight grade for the coach and the six horses have an easy thing of it climbing up the timber skirted slopes. . . . On the summit fourteen miles from Santa Clara and just before reaching the well known abode of Mountain Charley, the landscape expands and stretches out to such proportions that the eye is lost in the vastness of the scene. Far below, over the tops of the red wood trees an enchanting view of the Bay of Monterey is obtained. It is the distant silver lining to a cloud of forest-crowned hills. The ride now becomes exciting. Ward, a veteran among California stage coach veterans, handles the reins over six splendid and sure-footed animals. Under his skillful quidance these horses seem to fly as they whirl the coach down steep hills, and around the shortest of curves. His partner Colegrove, drives the stage on the alternate days, and his fame as a driver is not second to Ward's. Both are artists in their time and with either on the box there is no danger on the mountainous path. (27)

The coaches, horses, and drivers that traveled the Santa Cruz Mountain stage routes from the 1850's to the 1880's were part of a wild and exciting era. Two of the drivers mentioned in the last account left memoirs, Henry C. Ward and George Lewis Colegrove. Ward's account deals with other phases of early California staging, but Colegrove's account as both a stage driver and later as a conductor on the South Pacific Coast Railroad offers a look back to the stagecoach days in the Santa Cruz Mountains. A look at his life offers a generalized glimpse of what all other stage drivers' lives were like during the stagecoach era in California.

George Lewis Colegrove was born in the Dundee area of McHenry County, Illinois, on March 29, 1843. When he was seven, George's

George Lewis Colegrove (1843-1936) was the last stage owner on the San Jose to Santa Cruz route. After the South Pacific Coast Railroad was completed in 1880 Colegrove became the first conductor over the Santa Cruz Mountains.

Hildebrand Collection

father, John Smith Colegrove, left his family and went to the gold fields in California. John Colegrove eventually settled near Dutch Flat, California. At twelve, young Colegrove went to live with an uncle, Louis Holdridge, with whom he lived until he was eighteen. Leaving his uncle's home, George traveled to Cedar Rapids, Iowa, where he worked in a livery stable. With the onset of the Civil War, Colegrove joined the Union Army, but he broke his leg and was left behind when his company went off to war. In March 1863, Colegrove drove the lead wagon in an emigrant wagon train traveling to California.

Upon reaching California, Colegrove worked as a teamster in San Francisco (1:ii-iii) until July 1869, when he hired on as a driver for the Santa Cruz and San Jose Stage Line. In the company of the line's owner, Billy Reynolds, Colegrove first drove a stage over the Santa Cruz Mountains on July 15, 1869. The stage left Santa Clara with four horses, stopping at Lexington where the company had a bar, to add two more horses for the ascent of the mountain. At the Scotts Valley Station the additional horses were left and the stage continued on to Santa Cruz. (1:43-45)

A few months later Reynolds sold his stage company to McFarlane and his son, William "Bill" McFarlane, who ran the line for his father. The station agent, Henry Whinery (or Winnery), at Santa Clara was too set in his ways to make changes suggested by the McFarlanes. After an argument Whinery left. Traveling to Santa Cruz, where he had many friends, Whinery formed a new joint stock company. The largest shareholder was Charles McKiernan, the owner of the toll road at the summit. One of the drivers, Cambridge, who had crossed the plains with Colegrove, quit the McFarlanes and went to work for Whinery's new company. (1:45-47)

With the new competition, McFarlane was forced to lower his fares from \$2.50 down to \$1.00, and a price war ensued. Although both companies were carrying full loads of passengers, they were both losing money. Still the fight went on. (1:47-48)

As Charles McKiernan was the largest shareholder in the opposition line he had had to pay most of the losses during the past year. He was anxious to end the war as the only revenue he had was what money he could make off his toll road. At first, this did not matter because the McFarlanes were paying most of that money, since they had to use the road for their stage operations, paying \$2.00 a day. But one day McFarlane Senior had talked

with McKiernan in town and told him that it was not fair for the McFarlanes to be subsidizing the opposition. McFarlane met with the settlers along the old San Jose-Soquel Road and together they fixed up the road and bridges, thus abandoning McKiernan's toll road.

After a year of the price war there existed bitter feelings on both sides. During this time Colegrove was living with the McFarlanes. One morning as the men were having breakfast Charles McKiernan came down from his ranch to talk over the situation:

Now, Mr. McFarlane, it has been an awful long hard fight. I think it is time we quit it. I have a proposition that I would like to have you interested in. I would like to consolidate these lines and make it a joint stock company. We would take one side off and put the fare up and make it pay. We have lost money enough.

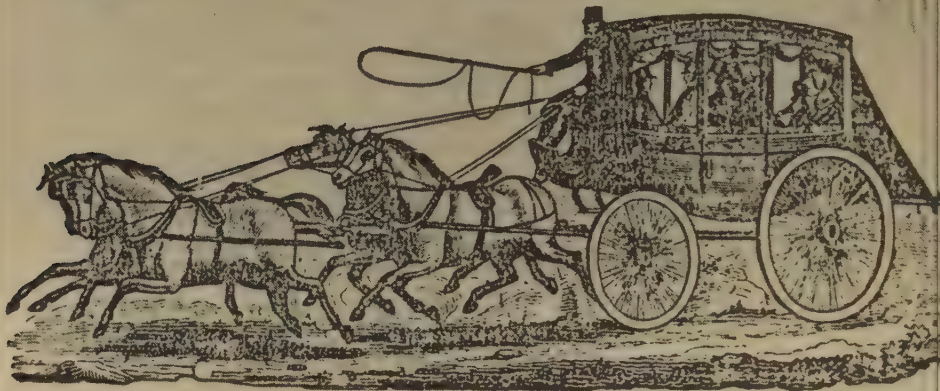
After McKiernan left the breakfast meeting, Colegrove told McFarlane Senior that he did not feel that they should consolidate: "If you stay with it and do not consolidate with them they will quit the business in the next month or six weeks." Colegrove then offered to work for nothing, but, in the end, the lines were consolidated.

Shortly after the lines were consolidated the McFarlanes were forced out of the business altogether, leaving Colegrove without a job. (1:48-51) After a short camping trip in the Boulder Creek area of the Santa Cruz Mountains, Colegrove went into San Jose and talked to William "Uncle Billy" Hall, the second operator of a stage line in California and the first to use Concord coaches. Colegrove discussed the feasibility of starting another opposition line to that of Whinery and McKiernan.

Hall, who had disapproved of Whinery and McKiernan's practice of forcing the McFarlanes out of business, told Colegrove that he still had several horses and a Concord coach. Hall agreed to let Colegrove use the stock and equipment for free as long as Hall's name was not mentioned. With this, Colegrove started up an opposition line with Thomas Mann as an alternate driver.

Although Colegrove lowered the fare to \$1.00 for travel on the new Pioneer Stage Line, from San Jose to Santa Cruz, the Mountain Charley Stage Line did not follow suit. Whinery and McKiernan felt that, since they were already established and known, they

Pioneer Stage Line



LEAVE

N. Y. Exchange, San Jose

DAILY, AT 10:15 A. M.,

Connecting with Morning Train from San Francisco at Santa Clara.

FROM SANTA CLARA,

To Los Gatos, Lexington and Way Stations.

N. B.—The Finest Mountain Scenery and the Best Mountain Road the State is by this route. The Coaches are driven by old and experienced drivers.

FARE, - - - - \$2.50.

WARD & COLGROVE, - - - Proprietors

AGENTS:

W. O. BARKER, San Jose; A. B. MOFFITT, Santa Clara:

P. V. WILKINS, Santa Cruz.

had no worry from competition. Within a month Colegrove had to add an additional coach, and shortly after that Colegrove bought another Concord from a man in Watsonville for \$225. (1:58-78)

In the Spring of 1872, having lost too much money, McKiernan talked to Santa Cruz Sheriff Charles Lincoln about running the stage line. Lincoln told McKiernan that he would think about the offer, then he went to see Colegrove. Posing as the new owner, Lincoln told Colegrove that he had bought the line for \$3,000 and would like to cooperate with Colegrove. The two men agreed to each run one stage apiece. The arrangement went well until November 1872, when business began to slacken. Lincoln decided that he did not want to run the line and gave it back to McKiernan. This event put McKiernan in a tight spot for Colegrove now learned that he had been deceived and was ready for another fight. In the end McKiernan decided to quit the stage business. (1:78-83)

That winter, 1872-1873, was so wet that by the end of December Colegrove was forced to curtail operations over the mountain route, as it had turned into a series of mud holes. In January 1873, Colegrove, along with a new partner, Henry C. Ward—an old stage hand in California—started an opposition line to the Watsonville Stage Line between Santa Cruz and Watsonville. Within a few months the older Watsonville Stage Line bought Colegrove and Ward out, rather than compete against their 50¢ fare. (1:90-93)

After selling out to the Watsonville line, Colegrove and Ward met with Charles McKiernan to discuss the reopening of the Santa Cruz to San Jose stage line. Colegrove and Ward agreed to buy out McKiernan's stage line for \$3,000; both men put up \$1,000 cash and a \$500 note. In May 1873, the Pioneer Stage Line again served customers over the Santa Cruz Mountains. (1:93-94)

On the spring morning of April 1, 1874, while backing out an eleven passenger mud-wagon from the Pioneer Stage Line's barn in San Jose, Henry Ward ran a wheel over his foot crushing his big toe. Unable to make the passenger and mail run from San Jose to Santa Cruz, Ward enlisted the help of John Pursey Smith, an experienced stage driver who knew the dangers of the Santa Cruz Mountain road. (1:65)

A flyer advertising George Colegrove and Henry Ward's Pioneer Stage Line between 1873 and 1876.

Hildebrand Collection

That afternoon, at a quarter to three, as the four horse team was walking up a hill about a half mile from the stage stop (and United States Post Office) at Patchen, a man, his face covered by a blue flannel mask, stepped out in front of the stage. Pointing a double-barreled shotgun at Smith, the highwayman ordered the stage to stop and told Smith to "Throw out that Express box."

Looking down the barrels of the shotgun the frightened driver had the unpleasant duty of explaining to the bandit: "We don't carry any express box. It goes around by Watsonville."

Not believing the driver's story, the bandit again demanded the express box. As the driver tried to repeat his explanation, a passenger, Mrs. J. M. Smith, also told the bandit that the express box was not aboard.

"Well, give me that mail sack," the road agent demanded.

Smith quickly threw down the two mail sacks, one destined for Patchen and the other for Santa Cruz. The bandit kicked the two bags aside saying that he guessed that there would be nothing of interest in them and, as he had come for money, the passengers would have to do instead.

Some of the passengers had managed to hide most of their valuables when they realized what was happening. One woman, a Mrs. Canny of San Jose, simply refused to part with her valuables. All the bandit received was \$45 from the unfortunate stage riders. After securing the money and valuables the bandit tossed the mail sacks back to the driver and allowed the stage to proceed on to Patchen and Santa Cruz.

After arriving in Santa Cruz, Smith immediately telegraphed the stage office in San Jose. George Colegrove received the message and, while showing the message to Ward, asked him, "Do you think that is right, or someone giving us an April Fool?"

"No, I think it is on the level," replied Ward.

After discussing the matter the two stage men decided not to press the issue, "because," as Colegrove explained, "if it gets out it will hurt our travel."

But word of the robbery did get out and on his next regular run to Santa Cruz, Colegrove was asked by a townsman, "You have stage robbers on your route, have you?"

To which Colegrove replied, "It seems like it. It didn't amount to much." (1:65-67; 33:4/4/1884)

The rest of April went by without any further incident until

the end of the month when Colegrove's mother and brother came to San Jose from Dutch Flat, California, to visit him. Colegrove decided to take a few days off work to show his family around Big Basin, near Boulder Creek. Contacting an old employer of his, Colegrove asked William (Bill) McFarlane if he would drive the stage.

Everything started out well. Colegrove gave his mother and brother seats on top of the stage, where they could enjoy the mountain scenery. Upon arriving in Santa Cruz Colegrove turned the operation over to McFarlane. On the next day McFarlane took the stage over the mountains to San Jose on an uneventful trip.

On April 28, McFarlane was driving the stage back over the mountains to Santa Cruz. At twenty minutes to two in the afternoon the stage was five miles above Lexington on an uphill grade that forced the horses to walk. As the stage was passing a long pile of cord wood beside the road, out stepped two armed highwaymen. One of the road agents blocked the rear of the stage and the other stood in front of the horses. Both men were carrying double-barreled shotguns and both had Bowie knives dangling from their wrists on leather thongs. The robbers had masks of knitted cloth over their heads with slits cut out for eyes and mouths.

The highwayman in front of the stage called to the driver, "Didn't I tell you to stop. Now stop or I'll—"

"Oh, did you, if its 'stop' here goes—Whoa!" replied McFarlane as he reined up the leading horses.

As the bandit in front kept his shotgun trained on McFarlane and the passenger riding on top, the other bandit appeared at the window, "Now hand out your wallets dam'd (sic) quick," he demanded, taping the window ledge with his shotgun for emphasis. Thrusting his hand with the dangling knife attached into the coach, the robber took the valuables and money from the frightened passengers.

The passengers were reluctant to part with their wallets, giving instead their pocket change. Seeing this, the road agent snapped at them, "That won't do. Pass out your wallets."

Collecting the wallets, the bandit again made a demand, "Now let's have your watches."

While this was going on inside the coach, the passenger sitting on top managed to hide \$60 under the cushioned seat. To divert

attention McFarlane remarked, "Boys, this is pretty rough on us, stopping our stage twice in one month."

Receiving no response from the highwaymen, McFarlane continued, "This is the first time I've been stopped."

"Well then, it's a stand-off between us," replied the masked man at the front, "This is the first time we've ever stopped anyone."

After finishing with the inside passengers, the other bandit turned his attention to the man sitting with the driver. "Pass down your coin, sir," he demanded. But getting only seventy-five cents did not satisfy him. "Oh, you've got more money than this. Get down from there, so that I can go through you."

As the passenger stood up the robber caught sight of a valuable gold English watch (worth over \$100). After taking the watch the bandit again demanded that the passenger step down, but at this point McFarlane had had enough and told the highwaymen, "Boys, it's getting late and I'm behind time."

As the horses started to move, one of the road agents said, "Well, I guess you'd better go on."

By the time the passengers disembarked from the stage in Santa Cruz, Sheriff Robert Orton had arrived at the stage stop. Discussing the situation with Colegrove, who had been waiting for the stage with his family, Orton asked Colegrove, "I guess we will have to get out and get them or they will drive the travel all off the road. What do you think we had better do about it?"

"I think we ought to start out tonight to look for them and cover all these roads by Soquel and by the stage road, by Mt. Charley's and the Saratoga road. If we don't they will work their way into some town and, after they get into some town, it is all off. You can't get them. If you get them before they get to town they will have some of the things on them."

The Sheriff quickly formed a posse and by that evening three groups set out from Santa Cruz to look for the highwaymen. Deputy Sheriff Jackson Sylva and Frank Curtis went to Felton and then up the Zayante Creek toward the Summit. Remington Getchel and John Acorn (or Aiken) traveled to Soquel and then up the old San Jose-Soquel Road to the Summit. Sheriff Orton and Colegrove took the main stage route through Scotts Valley and up to Mountain Charley's. Before leaving Santa Cruz, Sheriff Orton telegraphed San Jose and advised Sheriff John H. Adams of the situation, arranging to meet with Adams' posse at Patchen.

Colegrove and Orton arrived at Mountain Charley's toll gate at eleven o'clock that night and, as Colegrove got off the buggy to open the gate, he asked the Sheriff, "Do you think we had better wake them up?"

"I don't know," the Sheriff replied, "I don't think I would disturb them."

As Orton and Colegrove had the shortest distance to travel, they reached Patchen first and proceeded to search the cabins on the road to Lexington. At a cabin owned by James Bryant the Sheriff arrested two men, but later released them.

When Getchel and Acorn traveling from Soquel arrived, they reported to Sheriff Orton that they had seen nothing of the bandits. One of the local Patchen residents said that a friend living on the Los Gatos Creek had seen two men with shotguns in the area. Within a few minutes Sheriff Adams and the Santa Clara posse arrived and reported that someone else had reported two men by the creek area.

Feeling sure that these men might be the robbers, the posse set out for the Los Gatos Canyon, about three miles northeast of Patchen. Stopping at a wood-cutters camp near Forest Grove at three or four in the morning, Colegrove asked if they had seen the bandits.

"Why there were two men by here just about sundown. Both of them had shotguns. Maybe they are the ones—" replied the wood-cutter.

Before setting out the posse rested and had some breakfast. After eating, the posse went as far up the creek as they could with the buggy and then continued up the canyon on foot. Coming onto a cabin, Sheriff Orton had his men surround the place. Just then a man came out of the cabin. Seeing Colegrove and Sheriff Adams the startled man turned toward the cabin; but with the rest of the posse in position all around his place the outnumbered man gave up.

Under questioning, the man shook like a leaf, but denied any part in the robbery or to having seen anyone during the day. Although Colegrove thought that the man was telling the truth, especially since the only weapon found in the cabin was an old rusty six-shooter, to be certain, the posse took him with them back to Patchen, where he could be identified by local residents.

During this time Deputy Sheriff Sylva and Frank Curtis had



traveled to Felton where George Newell joined them. The posse was joined by a Californio named Martin further up the Zayante Canyon. Martin acted as their guide for the rest of the trip. Traveling farther up the mountain, the posse questioned several people before arriving at Mountain Charley's at three-thirty in the morning. Waking up McKiernan, the men learned that he had seen two men shooting at a squirrel on his ranch earlier that day. When McKiernan had called out to them, he received no reply as the men rode on.

Upon hearing this account, Sylva's posse, along with McKiernan, went after the squirrel-shooters. Tracking the men through the mountains to Jones' Creek, four miles from Saratoga, the posse sent Martin down to the toll gate on the Saratoga-Boulder Creek Road to see if their prey had escaped into the valley. Learning that the men at the toll gate had seen no one, the posse continued in its search and soon arrived at an old cabin. The dilapidated cabin had last been used as a cattle barn.

Suspecting that the robbers might be in the cabin, the posse surrounded the place. As they were getting into position, one of the highwaymen saw what was happening and shot at the posse with a pistol. The posse returned the fire but did no damage. Charles McKiernan, who had brought his old Henry hunting rifle with him, circled around to a part of the cabin that was missing some boards and called in at the bandits, "Hello, fellows, what are you doing there? Come out here."

"We are not coming out," was the reply.

"Come out, or I will shoot," McKiernan warned.

At this point, the men jumped up and one of them went for his gun. McKiernan again ordered them to stop, but the road agents were intent on a shootout and McKiernan shot. The ball grazed the cheek of one of the highwaymen and lodged itself in the other one's shoulder. With that the fight was over and the men gave up.

The posse marched the highwaymen back to McKiernan's ranch. After arriving at the ranch and while they were waiting for Sheriff Adams to arrive from Patchen, one of the bandits boasted, "Yes,

The Mud wagon and later the Yosemite wagon replaced the heavy Concord coaches in the rainy season. These light wagons could haul passengers and mail until the mountain roads literally washed out.

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a hell of a lot of heroes you are. I would like to be turned loose and I would make short work of you. That cockeyed fellow with the rifle was the only one I was afraid of.” The bandit was still defiant a few days later when a reporter from the *San Jose Weekly Mercury* interviewed him in the Santa Clara County Jail:

We wouldn’t have surrendered had it not been for that blasted Henry rifle which that one-eyed chap “Mountain Charley” carried. I was raising my gun to fire, when he let fly with his rifle. . . . Had it not been for that we would have made a break, and they never would have taken us. I didn’t care a continental for the pistols as long as we had our shot guns, and we would have made it warm for them. As it was we acted sensibly, and ‘chucked over our chips.’

The bandit who did most of the talking was Albert P. Hamilton, known in San Francisco as a burglar who had served time in San Quentin. Hamilton made the remark that he would get McKiernan for capturing him. After a trial, Hamilton, along with Peter Carr, the other bandit, was sentenced to ten years in San Quentin, but, after only six or seven months, Hamilton escaped prison with two murderers.

When Charles McKiernan learned of Hamilton’s unexpected freedom he was understandably uneasy, especially since it was known that Hamilton had a girl friend in nearby Saratoga. Six months later the San Francisco police captured Hamilton in San Francisco after he returned on a ship from Seattle, Washington, and McKiernan’s worries were over.

The other bandit, Peter Carr, was instrumental in fighting a fire at San Quentin and due to this action and his general good behavior Carr received a reprieve by Governor William Irwin.*

These two men were the only road agents active in the Santa Cruz Mountains. But, although the highwaymen were captured, the regular troubles of the stage line were not over. On the day

In 1928 George Colegrove drove his Concord stage for the last time. The coach is now on display at the Wells Fargo Bank History Room in San Francisco.

Wells Fargo Bank History Room

*(1:67-74; 33:5/2/1874; 32; 29)

after the capture of the bandits, while the team hitched to the stagecoach was being watered by the driver at the Lexington stage stop, one of the horses bit another horse and the whole team ran away towing the stage. The passengers sitting inside managed to jump to safety, but a woman sitting on top kept her seat too long and when she finally jumped off the stage she suffered a broken leg. The team kept going until the coach was overturned and all came to a dusty, grinding, crushing stop. (33:5/2/1874)

During the winter of 1874, Ward and Colegrove decided to phase out the large Concord coaches and purchase new Yosemite wagons made in San Francisco. The new coaches seated thirteen passengers, all facing forward, and had a "sunshine top," a canvas that could be rolled back. The passengers enjoyed the new coaches, as they could see the scenery better. (1:102-104)

In 1874 Ward left the stage business to join a wild west show, but two months later he returned to San Jose. Shortly after Ward returned the Pioneer Stage Line was broken up, as Colegrove was peeved at Ward for leaving. Ward stored one of the Concord coaches at William Hall's barn. Fifty years later it was discovered and given to the Wells-Fargo Museum at San Francisco. On that occasion George Colegrove drove the stage into the museum. (1:104-105)

During the spring of 1878, as the new narrow-gauge railroad from Alameda to Santa Cruz was nearing completion as far as Los Gatos, Colegrove met with Alfred E. "Hog" Davis, the president of the South Pacific Coast Railroad. Davis asked Colegrove to run a "jumper service" from Wright's tunnel over the mountains to Felton. This arrangement was to last until the tunneling was completed through the mountains. (1:106-107)

Colegrove agreed to work for Davis and ran the "jumper service" for a year before Davis again met with him in April 1879. At this meeting Davis asked Colegrove to work as a conductor on the railroad. On August 22, 1879, Colegrove started to work for the railroad, although he still owned the stage line, which was run by John Dowd and Chris Coffin.

On May 1, 1880, the South Pacific Coast Railroad began direct service from Alameda to Santa Cruz. Although the first run ended in disaster as the train ran off the track near Rincon, it signaled the end of the stagecoach era in the Santa Cruz Mountains. (1:110, 110 fn. 10)

Whistles and Steam in the Canyons

On March 29, 1876, Senator James G. Fair and Alfred E. "Hog" Davis formed a railroad corporation, the South Pacific Coast Railroad. The two planned on building a narrow gauge, three feet wide, railroad from Alameda to Santa Cruz via the Santa Cruz Mountains. (48:22-25) Fair had been to the Philadelphia Centennial Exposition where officials of the proposed Denver and Rio Grande Railroad were exhibiting their plans for crossing the United States with a narrow gauge railroad. To accomplish the task they planned on utilizing tunnels and steep grades in order to cross the Rocky Mountains and the Sierra Nevadas. Fair, after consulting with these men, became convinced that the Santa Cruz Mountains, as steep as they were, could support a railroad. (41:34-35; 48:22-23)

The initial South Pacific Coast line was to run across the San Francisco Bay on a ferry to Newark, then to San Jose and Los Gatos. From Los Gatos the line would go on to Santa Cruz via Wright's Station, Laurel—known as Highland until 1885 when Frederic A. Hihn changed the name, (47:146) Glenwood, Zayante, and on into Felton-Big Trees. From Felton the line would follow the Santa Cruz and Felton Railroad, built in 1875, and leased by the South Pacific Coast Railroad in 1879. This route went to Rincon, Powder Mill Flat—near the California Powder Works, and on to Santa Cruz, a total distance of 45.3 miles of track, from Newark to Santa Cruz. (48:121, 123, 127) After reaching Santa Cruz, Fair and Davis planned to go on to the Salinas Valley, then across the Coast Range and connect with the Denver and Rio Grande Railroad. (48:22-25)

Costing \$110,000 per mile in the mountains, the South Pacific Coast Railroad was the most expensive narrow gauge of the era to build. The twelve miles from Wright's Station to Santa Cruz took two years to build. This section consisted of six tunnels totaling 12,000 feet. The longest tunnel, from Wright's Station to Laurel, was 6,115 feet long and was one of the longest tunnels in the world. (48:125) The Laurel to Glenwood tunnel was 5,792 feet in length. To build these tunnels, the company relied on accurate surveys, as they had Chinese laborers digging from both ends of the tunnel at the same time, meeting near the middle of the mountain.



The tunnels were dynamited and dug at about ten feet a day.

In 1877, the construction crew discovered a natural gas pocket in the Wright's tunnel. On February 12, the tunnel was rocked by an explosion, originating 2,000 feet inside the tunnel on the Wright's Station side. The force of the blast tossed flatcars sitting on a railroad siding outside the mouth of the tunnel into the air, turned over a ten-ton compressor sitting fifty feet from the mouth of the tunnel, and tore apart the Wright's Blacksmith Shop over 200 feet away from the mouth of the tunnel. The foreman, M. C. Highland, and a few of the thirty Chinese workers walked out alive, but the Chinese were so badly burned that they died within a few days. Highland lived through the ordeal. The gas leak was finally bricked up in 1893.

In February 1879, another explosion occurred, this time in the Laurel-to-Glenwood tunnel. This blast, which injured fifteen Chinese workmen, was caused by an oil seepage. In November 1879, the tunnel exploded again resulting in the death of thirty Chinese workers. When the tunnel exploded again in February 1880, the Chinese tunnelers had had enough and quit *en masse*. The railroad company had to recruit a crew of Cornish miners from the New Almaden Quicksilver Mines to finish the tunneling work. (48:125-126; 41:36-37)

Beside the problems involved with tunneling through the mountains, the engineers working for the railroad had to solve several other major problems. Because the road bed had to pass through steep canyons, several half trestles were built. Anchored to the mountain side the trestles had long legs reaching far down into the canyon. At one time the railroad employed as many as two thousand Chinese workmen clearing rock and hauling it out of the canyons on two hundred flat cars. The railroad company built numerous spur tracks, lumber sidings and even its own lumber mills. (48:124)

On May 8, 1880, the road bed was completed and the first trains began to operate. The twelve million dollar project was an immediate success. Six to seven local freight trains and two passenger trains

A typical railroad construction crew in the 1880's. The hand work was largely done by Chinese laborers. The two white men in the picture were construction surveyors.

Pajaro Valley Museum



ran from the San Francisco Bay area into Santa Cruz daily. (41:37)

Because the railroad went through sections of the Santa Cruz Mountains that had not previously been settled, the railroad built two new towns to service their needs. These towns were Wright's Station, at the northern end of the summit tunnel, and Laurel, on the southern end of the tunnel next to the second-longest tunnel, which connected it to Glenwood.

Wright's Station was named for Reverend James Richard Wright by Alfred Davis, the president of the South Pacific Coast Railroad. Davis' daughter married Rev. Wright's son Frank. Wright and his family had moved to California in 1869. Wright's wife, née Sarah Holms Vincent, was a sister of Clarissa Wright Burrell, Lyman Burrell's wife. The Wrights purchased one hundred acres from Burrell for \$600. (50:923; 6)

When the South Pacific Coast construction crew reached Wright's in 1877, there was only an old abandoned wood-cutter's shack at the site of the future tunnel and town. But the area was soon to change. Within the first few weeks of construction the crews built bunkhouses, a cookhouse and tool sheds. (38:5 / 13 / 1934)

"Wide open and wooley as many better known strongholds of western lawlessness" was an accurate description of Wright's from 1877 to 1880. (30:8 / 25 / 1936) One of the principle causes of Wright's well-earned reputation was the saloon, "a kind of a dug-out place," owned by O. B. Castle, the foreman of over 2,500 Chinese and white workers employed in building the railroad. (62:456) "The Tunnel" as Castle called his establishment "was the most rancorous place in the mountains, before or since, and perhaps in all of California as well." Herbert Martin, a longtime mountain resident told John V. Young in 1934 that: "The Tunnel made the Barbary Coast look 'like a Sunday School Picnic by comparison.'" Later, as women came to settle in and around Wright's, the character of the town began to change. The women organized into Carry Nation groups and cleaned out the infamous watering hole whenever

Construction on the Wright's tunnel. Note the lack of Chinese workmen. This picture was probably taken after the February 12, 1880, explosion in the tunnel, one of several, that killed thirty Chinese workers and resulted in a temporary strike forcing the railroad to hire a crew of Cornish miners from the New Almaden Mines.

Special Collections, UCSC



a full-fledged riot erupted. The women would attack with chairs and brooms, effectively clearing the place out—until the next night. (38:5/13/1934)

The cause of most of the trouble at The Tunnel was a concoction developed by Castle and labeled “Discovery”. The formula explains its just reputation: “Dilute one gallon of whisky (mountain dew) with four tablespoons of water, and down it at one sitting.” (38:5/13/1934) It is surprising that any work was done on the following day.

Passengers on the railroad traveling through to Santa Cruz would ride the train to Wright’s, then board the “jumper service,” a stage operated by George Colegrove, for the journey over the hill to Felton. (38:5/13/1934; 1:106)

At ten o’clock on the Sunday morning of April 11, 1880, the construction crew connected the last track. The railroad was through to Santa Cruz. The men did not even stop to line up the rail, but dropped their tools, walked to The Tunnel and started celebrating. (1:118,123) Alfred Davis had gathered about twenty of his friends in San Jose to make the inaugural run through the Santa Cruz Mountains. Unfortunately, some of the rails were not securely attached to the track and the coach derailed near Zyante. Fortunately no one was hurt and as the men traveling with Davis were too busy celebrating, the accident did not put a damper on the first trip. (1:121–123)

In 1882 Wright’s was one of the most important shipping centers in the Santa Cruz Mountains. Lumber, fruit, grapes, wine, and other provisions were all shipped to and from the station. The business section of town was located on the east side of the Los Gatos Creek. The town had a store and post office, operated by Judge S. P. Hall; a hotel and saloon, run by Charles Grant (Grant bought Castle’s saloon and upgraded the facilities); and a blacksmith shop, owned by Mr. Woodruff. (38:5/13/1934) In the 1880’s the community built a school that operated until the 1928–1929 school

Pile Driver Number 1, South Pacific Coast Railroad, at Wright’s Station. The Pile Driver was used in the construction of the long half trestles in the Los Gatos Canyon.

Special Collections, UCSC



year. It was finally disbanded in 1932.*⁽⁸⁾

On July 4, 1885, a fire originating in an overheated stove in Grant's Hotel burnt the town to the ground. Wright's had just been purchased by A. J. Rich, who immediately began the rebuilding effort on the west side of the Los Gatos Creek. Until the building was completed, Ralph Thompson ran the store and post office out of a box car parked on a railroad siding. From 1884 until 1888, Edward Cottle ran the hotel, selling it to Antone Matthey. Matthey bought the town in 1896 after running the store for eight years. (38:5/13/1934; 30:8/25/1936) Matthey's daughter, Alice, became the first woman to serve as a railroad station agent in California. (48:216)

In 1887 Mrs. Josephine Clifford McCracken wrote about Wright's Station:

Considered as a "Place," Wright's is neither conspicuous nor attractive, though one of the most important sections on the line of the South Pacific Coast Narrow-Gauge Railroad. It lies distant from San Francisco some sixty-five miles, from Santa Cruz sixteen, and from San Jose eighteen or twenty miles; has a depot, hotel, store, post office, blacksmith shop, besides a number of decidedly ugly and disgraceful-looking Chinese stores and wash-houses. Fir-crowned mountains frown down upon it, and the hideous black mouth of the great tunnel close by is always wide open, with the evident and determined intention of swallowing up the train—engine, cars and all—as it approaches from the San Francisco side. (24)

Emerging from the other side of the ugly, black-rimmed tunnel

*In 1914 the Santa Clara County Library system was organized and Wright's School was one of the first branches. The library was moved to the home of Mrs. E. Meyer in 1929, until September 1, 1936, when it was moved to the Summit residence of Mrs. Ella Lindsey. (11: newspaper clipping 8/6/1922; 31)

The concrete face on the Wright's Station tunnel place the photo after 1893 and the old iron trestle bridge place the photo before 1917. Today only the concrete face of the tunnel and the "new" bridge remain along with some of the concrete piles from the old railroad bridge—the station has long vanished.

San Jose Historical Museum



the train shortly came into the little town of Laurel, which lived up to its name as it was always a showplace of the mountains.

Laurel, serving the south side of the summit tunnel, became an important shipping center with the coming of the railroad. Laurel, or Highland as it was first named, started out as a lumber mill site operated by the South Pacific Coast Railroad to provide timbers for the road-bed work, for the tunnel and rail, ties. It also served as a stock pile center for firewood to run the railroad engines. Before any permanent buildings were built, old railroad cars were hauled up the mountain and set on a railroad siding. One car was equipped with a telegraph key and served as the construction headquarters for the Laurel operations. (48:126) The first dirt road, from Summit Road to Laurel, was built by John Schultheis. Schultheis wanted to connect his ranch with the new railroad depot at Laurel. (39:22) At the completion of the railroad, Laurel became a shipping center for the Santa Cruz side of the mountains. A general store and post office were built, along with the depot and railroad buildings. (48:173)

In 1899, Fredrick A. Hihn, Santa Cruz County's first millionaire, moved his lumbering operations into Laurel. Hihn's steam-operated bandsaw produced 50,000 board feet of lumber a day. Railroad spurs were built from Laurel to the lumbering operations on the Laurel and Soquel Creeks. The lumber was shipped to the San Francisco Bay area on the railroad. Laurel was not only a shipping center for the lumber but also for fruit, grapes, and wine. In 1882, Laurel had grown large enough to warrant a school and had daily newspaper service from San Francisco. (47:146; 48:173) The operation of the narrow-gauge railroad was quite a success, becoming the most profitable narrow-gauge operation in all of California, Nevada and Oregon.

In 1885, the South Pacific Coast Railroad made a profit of \$2490 a mile. The little narrow-gauge railroad was as successful as the giant Southern Pacific Railroad. (48:173) Although the railroad was a success, Senator James Fair had other business interests that

The Wright's Branch of the Santa Clara County Free Library was among the first branch libraries founded in 1914. The library existed in several locations before it was closed in 1936.

Sacramento State Library-California Room



were not faring so well and on July 1, 1887, Fair leased the South Pacific Coast Railroad to Senator Leland Stanford's Southern Pacific Railroad. (48:190-191)

Under the new management the South Pacific Coast Railroad started a rebuilding effort, aiming at standardizing the new operation with the rest of the Southern Pacific routes. In September 1895, the railroad finished the standard gauge as far as Los Gatos and the entire town turned out to celebrate. By 1903, construction had reached Wright's Station and was progressing on to Laurel and Santa Cruz. As the narrow gauge was standardized, the old rails were left in place, to enable both types of train to use the tracks until final completion. (48:225-226)

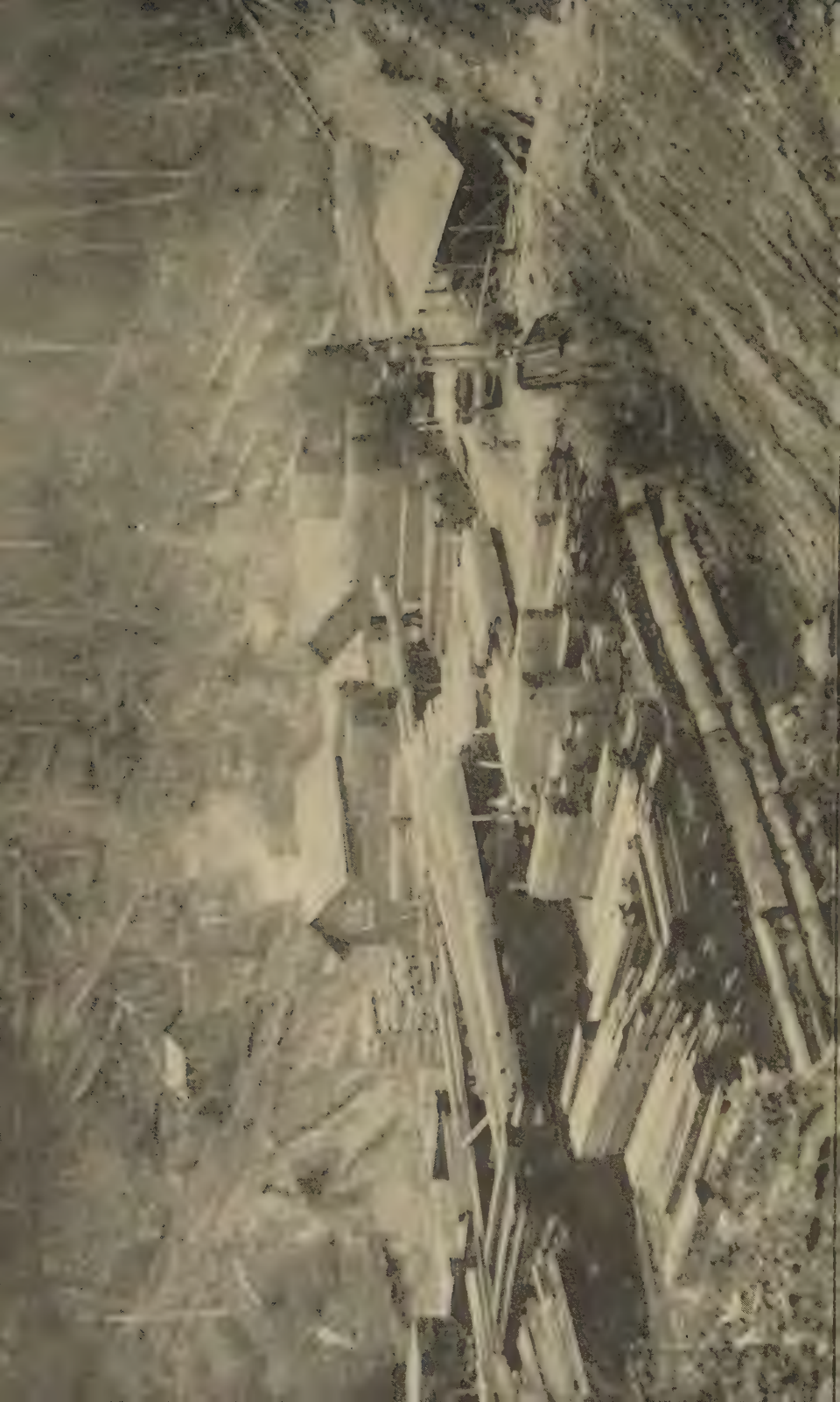
On the night of April 17, 1906, the station master from Laurel piloted a hand car through the summit tunnel to attend a dance at Wright's Station. At four o'clock the next morning the agent returned through the tunnel, to be on duty when the first standard gauge train was to run clear through from Alameda to Santa Cruz. Less than one hour later, as the train was being prepared for the inauguration run, the tunnel collapsed in one of California's most destructive earthquakes. (48:227)

The earthquake affected the entire railroad, from Alameda to Santa Cruz. Tracks were twisted like pretzels, bridges collapsed, almost all the tunnels through the Santa Cruz Mountains had collapsed, slides blocked the entrances to the tunnels, and the main Summit tunnel was offset five feet at the center—the center crossed the destructive San Andreas fault line. The morning that was to have signaled the end of the narrow-gauge rail service instead dawned on ruin and disaster. (48:226-227)

Over the next two years the railroad company undertook a giant repair effort on the tunnels. As the tracks were being repaired, passengers and freight destined for Santa Cruz went via Gilroy, Watsonville and on into Santa Cruz. During the repair period F. A. Hihn's lumber company in Laurel shipped lumber by wagon to Los Gatos where it was loaded onto freight trains destined for the great San Francisco rebuilding effort.

The narrow gauge of the railroad tracks placed this picture pre-1906. Note the cord wood on the flat car. Laurel was the main point in the Santa Cruz Mountains for refueling the tender cars.

San Jose Historical Museum



After train service was reopened in January 1908, lumber was no longer the main freight. Hihn's lumber company, along with the other lumbering operations, had worked the Santa Cruz Mountains too thoroughly. In 1913, the year after Hihn's death, the lumber supply was exhausted and the mill closed. (48:227-228; 47:146) Other mountain mills quickly followed suit.

With the closing of the mills the railroad line subsisted on hauling fruit, grapes, wine and tourists—on the “Sun-tan Specials” or “Picnic Line.”

In 1932, the Southern Pacific trains stopped service to and from Wright's Station and in 1936, the town of Wright's was sold to the San Jose Water Works for \$36,000. (30:8/25/1936) By 1940, Wright's was only a flag stop station. The post office established in 1879, closed in 1938. During the winter of 1939-1940, the weather was so severe that traffic to Santa Cruz was stopped, due to mud slides all along the route. The train traveled as far as Los Gatos, where passengers boarded buses for the trip over the mountain to Santa Cruz. The Gasoline Age had arrived and with it the doom of passenger service—for the railroad industry as a whole and the Santa Cruz run in particular. On March 4, 1940, the last train crossed over and through the Santa Cruz Mountains. The Southern Pacific Railroad abandoned the tracks and tunnels. (62:456, 479)

During World War II, due to fears that the tunnels could be used for enemy infiltration, the tunnels were used by the United States Army for demolition practice, and were blasted shut forever. (48:260)

Although little trace of the town of Wright's is left, the first few hundred feet of the tunnel remains open. The tunnel's face, hidden from view by trees growing in the old rail bed, blackened with decades-old soot, its concrete exterior slowly crumbling away, serves as mute testimony of what was.

The Laurel-Glenwood tunnel entrance at Laurel is used to collect water, from springs inside, for a local subdivision, Summit Woods, and the former summer camp on Hihn's old mill site, Camp Laurel.

Stacking yard at the Laurel Mill. Note the large logs used to shore up the yard site.

Special Collections, UCSC

Another tunnel in Glenwood is used to store microfilm, as it is believed to be impenetrable by atomic warfare.(48:261) With the demise of the railroad, Laurel began to slow down. The Laurel School closed in June 1947 and on July 15, 1953, the post office, opened November 3, 1883, closed. The general store also closed up and today only a few residents remain at Laurel, not many of whom remember the past.(47:146; 60)

III

TAMING THE WILDERNESS

Felling the Giants

The first redwood tree (*Sequoia Sempervirens*) seen by a white man was on the Corralitos Creek, in what is now Santa Cruz County, in October 1769, by members of the Portola Expedition. (62:480) One hundred years later redwood lumbering was Santa Cruz County's largest business. (46:192-197) In 1860 Santa Cruz County lumbermen cut ten million board feet of lumber. This was only a fraction of the total redwood supply available in the County. A United States Agricultural Report in 1875, showed Santa Cruz County as having 52.8% of its land covered with redwood forests.* The lumber industry served two purposes: 1) it supplied lumber for a growing California, and 2) the efforts of the lumbermen in clearing the forest enabled settlers to come into previously-inaccessible regions of the Santa Cruz mountains and begin farming the land.

Although the growth of the redwood lumber business was due largely to the efforts of the Anglo-Saxon lumbermen after the United States took possession of California in 1846, other people before the Anglos had used the giant trees. The Costanoan Indians used large branches or fallen trees to build their huts. Later the Spanish and Mexicans used the small trunks as roof beams over their adobe buildings.

Between 1836 and 1840, Thomas Larkin, the United States Counsel to Mexican-held California (Alta California), had a lumber business in Santa Cruz County. In 1838 Pedro Somsevain and

*(55:Vol. VII, 75fn.7; 57:203; 56:205)



William Blackburn whipsawed lumber for Isaac Graham at his Felton lumbering site—Graham later helped in the American takeover of California in 1846. But these early lumbering efforts were by the slow whipsaw method* as the demand was small.(55:Vol. VII, 76 Fn. 7; 3:2)

In 1840, Graham opened a water-powered lumber mill three miles above Santa Cruz on the San Lorenzo River, near where the California Powder Works was erected in 1865. This mill had the first mechanical saw in Santa Cruz County. The mill was built for Graham by Peter Lassen, a Danish blacksmith living in San Jose.(55:Vol. VII, 75 fn. 7; 44:85)

The switch from the whipsaw method to a mechanical lumbermill was the beginning of the lumber boom that was to last in the Santa Cruz Mountains until the early 1900's. The old whipsaw method was slow and tedious. The lumbermen worked in pairs. They would dig a seven foot pit, deep enough for a man to stand in, and to accomodate sawdust. Then a nearby redwood tree would be selected. A scaffold was built six to ten feet above the ground and the men would proceed to cut the tree down, using axes, saws or a combination of the two. The scaffold was needed because the first ten feet of a redwood is hard, with the grain twisted and unusable. After the tree had dropped, the men would strip branches and cut the tree into the desired finished lengths—eight, ten, twelve feet, etc. These lengths were then dragged over the pit. One man would stand on top of the log while the other would stand in the pit. Together they would push and pull the whipsaw up and down until the board was cut from the log.

Although the process was slow it took very little capital to enter the lumbering business. These men lived in cabins close to the pit during the summer and fall, until the rains came. In the winter they would cut firewood, stakes, and other "split stuff." Little is known about these early lumbermen for most lived lonely lives in the woods, remaining bachelors.(3:2-4)

*See below for explanation of whipsaw method.

This 14' (diameter) giant redwood was felled and split prior to being hauled to the mill site. Note the axe marks on the right of the trunk and the two man saw marks on the left section.

Special Collections, UCSC



Another early lumbering method was to fell the redwood and split lengths of lumber out of the logs with wedges and mallets. Much of the early lumber was split rather than whipsawed. (57: 203) Even after the gold rush started, many men found that they could make more money by splitting lumber in the Santa Cruz Mountains than they could in the gold fields. Whipsawed lumber and split lumber was worth \$100 per 1000 board feet, or up to \$5.00 per fourteen-inch plank. Each tree had about 200 feet of timber.*

In the 1840's the first mechanical saws began to be used in the Santa Cruz Mountains. These early water-powered sawmills were located on streams that had been dammed into lagoons or ponds. An overshot waterwheel powered an up-and-down "Muley" saw. These saws were very slow, but a vast improvement over the old whipsaw or splitting methods. The operator would often sleep during the process, awakening when the piece of board dropped to the floor. The operator would then reset the log and resume his slumber. Although the circular saw was invented in 1810, by Sister Tabitha Babbit of the Harvard Shakers, it was not used in the large lumber mills in the 1850's. By the 1850's there were very few whipsawyers left in the area. The early "Muley" mills cut 5,000 linear feet of lumber a day, equal to ten whipsawyers.**

The early powermill business was quite risky. Unlike the low cost of a whipsawyer team or a splitter, whose cost involved only hand saws, axes, wedges and mallets, the mills cost between five and fifteen thousand dollars to build. Because the mill's were located in deep ravines, on creeks, the danger of a flood washing out the entire investment was always present. By the 1850's the cost of timber rights was also high and most mills required several financial backers.

Along with the cost of the mill and mill shed, other buildings had to be built to house the large crews necessary for full production:

*(57:203; 20:Autumn 1960; 44:141)

** (55:Vol. VII, 77fn.7; 38:7/8/1934; 64:22, 24, 71; 3:4-5)

A typical lumber mill in the Santa Cruz Mountains after the introduction of steam power. The ox team has just hauled the log down the skid road on the left. Note the half buried logs forming the skid road bed.

Los Gatos Memorial Library



a cook shed, consisting of a large eating hall with kitchen and storage; a company store, or sometimes private stores, with a post office; a meeting hall in large camps; stable areas consisting of a barn for horses, mules, and oxen along with storage for feed; bunkhouses or cabins for the crews; a blacksmith shop; and business buildings. All these went into the construction of a lumber camp. Although the camps resembled small towns, and many of the early camps eventually became towns, the company did not allow certain amenities found in towns. Saloons were prohibited. The loggers would have to walk or ride to the nearest town for entertainment of this nature. (3:5-7)

Large companies employed between fifty and sixty men. The men worked a long, hard, twelve-hour day, with the teamsters working fifteen hours a day, since they had to feed and water the stock in the morning and at night. The pay was \$1.50 a day, and 50¢ for room and board was paid back to the company. Most of the men worked only during the dry season, but the fallers and strippers could work the entire year.

The fallers worked in pairs. First they selected a suitable redwood tree—the trees varied in size from six to fifteen feet in diameter and reached 200 to 250 feet in the air. Then they would determine the direction that they would fall the redwood and prepare the area. This meant building a cushion of small trees, brush and limbs to soften the fall of the tree—redwood is very brittle and the trunk could easily split. Next the fallers would cut a notch six to ten feet up the trunk to hold the scaffold used to stand on when falling the tree. After the tree fell, the strippers would cut away all the branches and strip the bark from the tree, then cut the tree into the proper sections—eight, ten, twelve feet, etc.

In the early spring the drag crews would start working. They would first burn all the brush, broken trees, and limbs scattered all around the site. These fires would not penetrate the dense logs. The drag crew would then build a skid road. These roads followed gullies downhill to the mill site. The men would dig out a six

Axe, saw, mallet, and wedges were used to fall and cut up the giant redwoods when this picture was taken at the Union Mill site on Zayante Creek about 1886. The children were probably employed to grease the logs on the skid road.

Special Collections, UCSC



to eight foot road bed and then bury logs, eight to ten inches in diameter and six to eight feet long, three-quarters into the ground every few feet. A skid greaser would then smear beef tallow on each buried log, making it easier for the oxen to drag the cut logs down to the mill site.

The teamsters and their helpers tied cables around the logs and threaded the cable into a block and tackle set-up that was anchored to a stout tree. Oxen would then pull the logs down to the skid road. Several logs were then tied together in a train. Eight to ten yoke of oxen were used to pull the train down the skid road to the mill. A teamster or "bull puncher" controlled the oxen with a long sharp pole while the skid greaser went in front, greasing the buried logs. Men walked alongside the train to watch the progress on turns and dangerous areas of the skid road. A big problem was keeping the logs from going out of control on downgrades and into the oxen.

Upon reaching the mill the logs were rolled by log jockeys into the millpond. At the mill the superintendent oversaw the production for the owners, but the millwright ran the mill operation and was responsible for keeping it in good working order. The logs were floated into position to be taken up to the saw where the sawyer made the initial cuts on the log and controlled the speed for the entire operation—the sawyer also acted as the camp spokesman for grievances. The edger determined the width of the boards; then the second edger, or trimmer, cut the board into the proper lengths, from ten to sixteen feet with intervals of two feet. The small cutoff pieces dropped beneath the saws and were carried to a large burner by camp laborers. Eight to ten stackers took the finished lumber and put it into piles reaching twenty feet into the air.

Finished lumber did not usually remain at the mill for long. Transportation to market was handled by jerkline teams of five to eight pairs of horses and mules. From 2000 to 25,000 board feet of lumber was piled on the heavy wagons and driven to market by a teamster at a cost of \$9.00 per thousand board feet.

Along with the crews working in the forest and mill, other men

Typical skid road scene with oxen hauling a log train down the greased half-buried logs forming the roadbed.

Special Collections, UCSC



worked around the camp. The cookshed often was run by a Chinese cook, who called the men to eat by banging a large triangle or pan. The blacksmith was very important for keeping shoes on mules, horses, and oxen. He also made repairs on the mill machinery and made yokes for the oxen. These yokes were cut from hardwood blocks four feet long by eight inches square. The blocks were seasoned in water to remove the sap, then fitted to the oxen.

Although the fallers and strippers could work all year, once the rains began the haulers and mill hands were laid off. Many of these men lived in company cabins during the winter and did piece work splitting railroad ties, posts, stakes, shakes, pickets and firewood. During the winter the men could work whenever they wanted, as they were paid by the cord or by the thousand board foot of lumber.

Although the men worked six days a week, twelve to fifteen hours a day, when Saturday night came they were ready to relax. The loggers would head for the nearest town with a saloon. On Sunday morning those that were able to went to church, while the rest slept off the previous night's revelry. On Sunday afternoon the men attended dances, picnics, feeds, and card games.

While the early "Muley" saws cut about 5,000 board feet of lumber a day, the later circular and band saws could cut as much as 10,000 feet a day. The sawed lumber sold for \$20.00 per 1000 board foot. Along with boards, the mills produced "split stuff": posts were four by six inches by five feet long, and rails were two or three by six inches by ten to twelve feet long and both sold for 8¢ each; pickets were two and one-half or three inches square and six and one-half feet long and sold for \$25.00 per 1000 board foot. Except for shakes, "split stuff" was used to make fences. Pickets were driven one foot into the ground every two to three inches. Near the top a rail was nailed to each picket. Split boards were used to make a squirrel-tight fence in gardens and vineyards and to cover shanties.

Frederic A. Hihn's first mill at Laurel (1899-1906). The little building to the left is the blacksmith's shop. Laurel creek was dammed up to form the mill pond. A few of the mill buildings are still standing at what was for years Camp Laurel. The creek can still be dammed up during the summer.

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In the 1880's the South Pacific Coast Railroad was built through the Santa Cruz Mountains. The advent of train service allowed men to live with their families near the depots. Train service also made transportation to market of the cut lumber quicker.

The development of the steam donkey allowed the mills to keep up with the new faster pace demanded by the railroad. A steam donkey was a mechanical cable winch. It was powered by steam produced by a boiler fueled with cordwood and water. The steam donkey moved logs on hillsides and skid roads quicker than oxen. It could also be easily moved to the next site by attaching a cable to a stable tree and letting the winch reel in the cable, thus pulling the machine along.*

Although the early pioneer farmers in the Summit area of the Santa Cruz Mountains cut and split lumber for their own use and sometimes to sell, they were not primarily occupied by the lumber business. The first full-time lumbermen in the Summit area were Stephen "Si" Hall Chase and his cousin, Josiah W. Chase.

The Chases left Maine in 1859 on the three-masted schooner, the *Golden Rucket*. Sailing around Cape Horn they arrived in San Francisco on May 18, 1859, and immediately headed for the Santa Cruz Mountains. They worked as laborers in the lumber camps around Lexington and Alma, in the lower Santa Cruz Mountains. On April 15, 1863, they bought about 146 acres from Lyman Burrell for \$100 (6) and built a mill and lumber yard on Summit Road. The Chases began to cut timber and make lumber on their land, becoming the first lumber company to transport lumber from Santa Cruz County to San Jose. After cutting a section of land they would sow hay to help feed their working animals. The lumber business grew rapidly resulting in four mills on various parts of the mountain.

In 1878, the Chases moved their finishing mill into San Jose and by 1885, had one of the largest industries in the area. This

*(3:8-22; 51:3-5; 40:7/1959; 20:Spring 1958, 4; 14)

Pack teams loaded with "split stuff" headed for town. "Split stuff" consisted of fence posts, grape stakes, and rough planks which were split with wedges and mallet.

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mill turned out fruit boxes, drying trays, doors, sashes, and other products of mill work.

When Stephen Chase's brother, Foster, came to California he lived on Summit Road and engaged in farming. Foster Chase improved the Chase ranch by planting prune orchards in the 1880's and 1890's.*

William A. Young was another of the early lumber pioneers in the mountains. In 1870, he operated a mill at the foot of Highland Way for the Chase Lumber Company. From 1873 to 1874, Young ran the mill at the future site of Wright's Station. Young also ran a mill from 1878 to 1880 at the foot of Hall Road (intersection of Summit and Skyland Roads). (40:7/28/1959, 12/18/1961)

Below the present Stetson Road, off the San Jose-Soquel Road, Jerd Comstock built a lumber mill in 1878. Like many of these early lumbermen, Comstock had to build his own roads in order to reach his mill site. In 1880, Comstock moved the mill one mile up the hill, building a road one and one-half miles long above Hester Creek. This road, still in evidence, took off from the San Jose-Soquel stage road, across from the future site of the Hester School, and ended up three-quarters of a mile below the present site of The Willows (at the intersections of Stetson, Skyland and Long-ridge Roads on the Amaya Creek). This mill was used for two years. In 1881, Jerd Comstock sold his mill to Charles "Mountain Charley" Henry McKiernan who ran the mill for two years before abandoning the site.** In 1884, Adams and McKeown operated a mill south of The Willows. William A. Young had the logging contract for the mill. (40:8/4/1959) Smaller mills contracted out various phases of the logging operations rather than having to employ large crews.

Hiram Morrell and his brother, Brad, owned a large ranch in the Summit area and built a mill on the west branch of the Soquel

*(20:Home Coming 1959; 5; 40:12/18/1961; 34:12/1927)

** (40:7/16/1959, 7/21/1959; 7/23/1959)

A donkey engine near Hihn's Laurel Mill in the early 1900's. The development of the steam powered wenchers marked the end of the need for oxen in logging.

San Jose Historical Museum



(Laurel) Creek. They used Schultheis Road to get to the mill site. (40:12/7/1961)

In 1893, Franch and Miracle opened a new mill at the original Comstock site. In 1897, they moved one mile up the hill for a second cutting. This mill worked until 1900. (40:7/16/1959)

From 1894 to 1899, William A. Young operated a box and shingle mill near the Skyland-Highland area. The mill supplied fruit boxes to local farmers. In 1900, Young sold the mill to Daniel M. Lawrence.

Daniel M. Lawrence was born on January 2, 1827, in Ohio. A veteran of the Mexican War, Lawrence came to California in the early Gold Rush Days, becoming a gold miner and later a hunter and trapper in the Rocky Mountains. Before coming to the Santa Cruz Mountains, Lawrence returned to Ohio where he married and lived for several years. In 1870, he and his wife, Lucinda, settled in the Santa Cruz Mountains. With his son, Harry F. Lawrence, he operated the box and shingle mill near Skyland until he died on December 31, 1910. His son, Harry, ran an advertisement to sell the mill in *The Realty*, in 1911, but did not sell it. Finally about 1914, he moved the mill to Wright's where he and Tom Lindsay operated it.*

In 1880, the South Pacific Coast Railroad depot at Laurel became the most important shipping point for lumber in the Santa Cruz Mountains. The South Pacific Coast Railroad operated a lumber mill at Laurel during the construction of the line from 1877-1880. The mill produced timbers for the many tunnels and railroad ties for the road bed. Laurel was also the main storage point for firewood used to fire the steam boilers of the railroad engines.

In 1899, Fredrick A. Hihn opened a mill near Laurel. Hihn was born on August 16, 1829, at Holzminden, Dutchy of Brunswick, Germany. As a young man he was trained as a merchant gathering herbs for market. In April, 1849, in the company of sixty political refugees, Hihn set sail on the brig *Reform*, from Bremen, around Cape Horn to California. Landing in San Francisco on October

*40:7/16/1959; 34:1/1911, 6/1911)

Silva's Highland Way Lumber Mill camp in 1906, owned by Frederic A. Hihn who is sitting in the buckboard.

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12, 1849, Hihn and his fellow travelers set out for the gold country, where a storm destroyed all the company's supplies. Hihn went into business in Sacramento, but again a storm destroyed his holdings. He engaged in another business in Sacramento and, upon that failure, moved to San Francisco where he opened a drug store. Again disaster struck, and it was destroyed by a fire in 1851.

Leaving San Francisco, Hihn walked to *Santa Cruz* with a backpack holding all his possessions. Entering Santa Cruz as a poor country tinker in October of 1851, Hihn quickly became a financial success through various business interests throughout the county. By 1860, Hihn bought 404 acres of timber in the Soquel Augmentation Rancho and opened a mill at Laurel in 1899.

Hihn's steam-powered bandsaw at Laurel produced 50,000 board feet of lumber a day. Located close to the railroad depot at Laurel, Hihn had a railroad spur track built down to the mill on the Soquel Creek. Although a railroad engine could not pull the lumber up the steep bank of the spur line, a steam donkey provided the necessary power, thus eliminating the need for the old heavy lumber wagons hauling the lumber to the railroad depot.

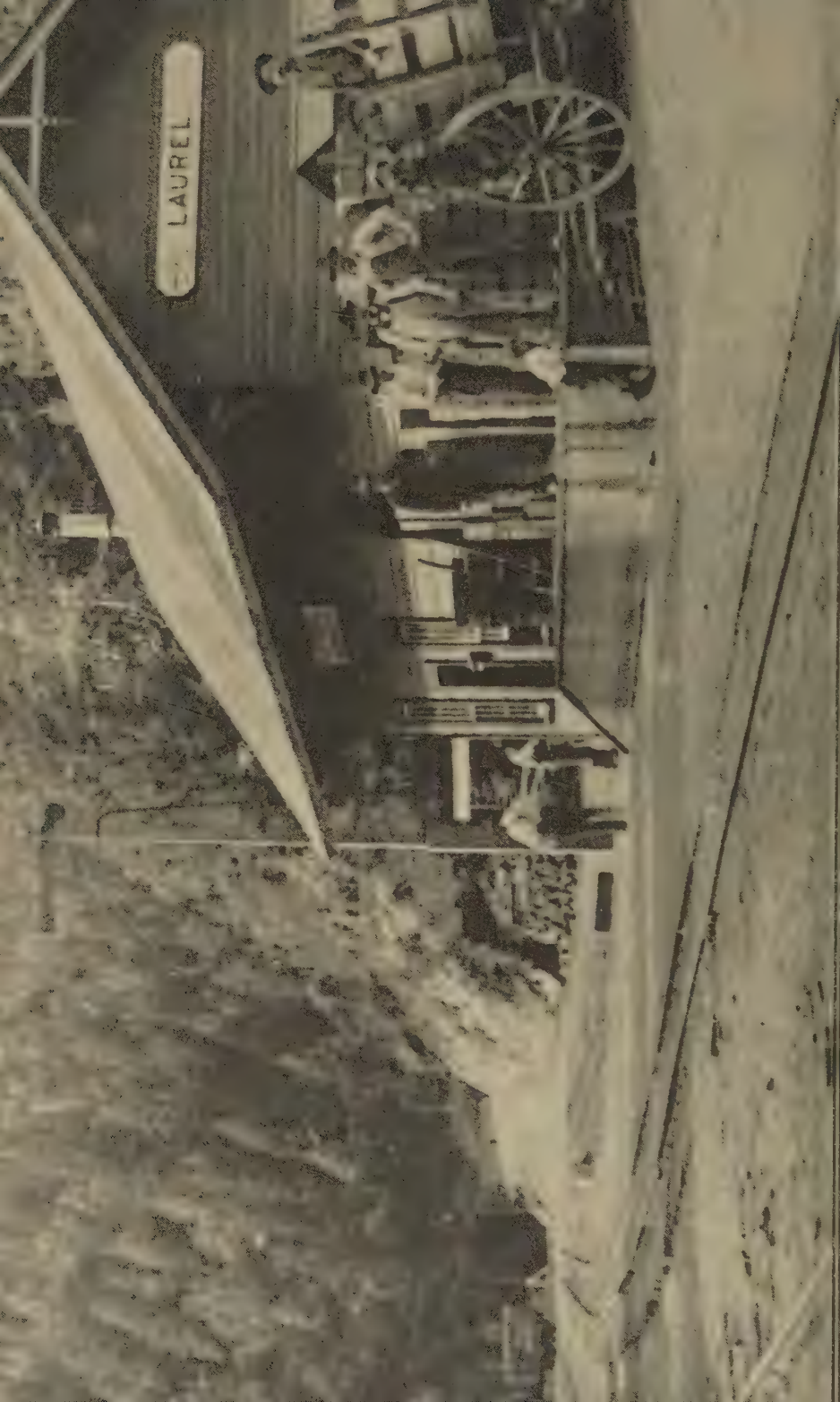
After the 1906 earthquake, which damaged the railroad tunnels, Hihn's mill used the old jerkline wagon teams to transport lumber from Laurel down the hill to Los Gatos where the lumber was loaded on freight cars and shipped on to the great rebuilding effort at San Francisco. The lumber company operated in Laurel until 1913, a year after Hihn's death. The lumber supply had run out and the mill was closed.*

In the summer of 1899, a fire destroyed a large portion of the Summit area. The home of Josephine Clifford McCracken, a well-known California writer and poet, was in the path of the flames and was consumed. After the ordeal was over McCracken, realizing that the native redwood forests were being destroyed, not only by fire but by the many logging operations, wrote articles published in the *Santa Cruz Sentinel*, calling for conservation of the great

*(38:6/10/1934; 48:126, 173, 227-228; 47:146)

It was very unusual to see horses hauling the large logs—usually oxen did this work. This team was operating near Laurel in 1911.

San Jose Historical Museum



forests. She enlisted the help of Andrew P. Hill, a noted artist and photographer, who had taken pictures of the fire's destruction. Together with many Summit residents, McCracken and Hill formed the Sempervirens Club. The club, dedicated to the preservation of the redwood forests, was helped by the Native Sons and Daughters and the California Pioneer Society. They appealed to the California State Legislature for the creation of parks to protect the redwoods. The result, in 1902, was the creation of the first California redwood park, now known as Big Basin State Park, located near Boulder Creek in the northern part of Santa Cruz County. (38:5/27/1934; 62:480)

In 1906, *The Realty* began a series of articles written by local Summit residents asking Frederick Hihn to stop lumbering the Soquel Creek area in Laurel. (34:11/1906) Little heed was paid the "do-gooders" by the lumbermen and they continued to log the area. Soon however, there were no more trees left to cut and the lumbermen were forced to close their mills and leave the area.

Tilling the Soil

On land cleared by the lumbermen or brush-filled meadows, a new kind of pioneer settled in the Summit area of the Santa Cruz Mountains—the farmer. These people started coming into the mountains in the early 1850's. At first they cleared the brush covered land and raised crops. Later, after the lumberman's axe cleared the forest, the farmer settled that land too. Blasting and pulling out stumps of the giant redwoods, these pioneers claimed their land and were the tamers of the wilderness.

Following the early pack trails of the Spanish missionaries and the logging roads, the farmers moved into the mountains. The earliest-known settler was Charles Henry McKiernan, known as "Mountain Charley". In 1850, McKiernan settled near a lagoon on the summit of the mountain near where the present day Highway

The narrow guage tracks and the timber faced tunnel at Laurel place the photograph before 1906. Only a few homes remain in Laurel; the tracks were taken up and the tunnel boarded over.

Carolyn Swift Collection



17 crosses Summit Road. After an effort at raising sheep, which were killed and eaten by grizzly bears, McKiernan gave up, for a while, the idea of becoming a farmer. He took up his "Henry" rifle and became a hunter of deer and grizzlies. Later McKiernan went into the lumber business, and began to plant an orchard. (29)

In 1851, John Martin Schultheis and his wife, Susan Byerly-Schultheis, moved to the mountain. The Schultheises settled about two miles east of McKiernan, at the present intersection of Summit Road and the Santa Cruz Highway. Schultheis cleared land and started to farm. (38:4/22/1934)

Another family, the Burrells, moved to the region in 1853. Lyman John Burrell began to raise pigs, sheep and goats, but suffered setbacks when mountain lions attacked his flock. One night eighteen of his sheep were killed while inside a seven-foot-high picket-fenced corral. One lion tried to jump the fence with a sheep, but left the (carcass) hanging from a sharp picket. Burrell turned to raising long-horned cattle, which were better equipped to defend themselves. (38:5/6/1934; 14)

When Burrell planted fruit trees and grape vines in 1856, farmers from the Santa Clara Valley scoffed at the idea of planting orchards in the mountains. These sages predicted that because of the thin dry soil found on the ridges, the trees simply would not grow. After the trees grew, the valley farmers decided that the trees would never bear a paying fruit crop. When the six-year-old trees yielded about \$500 per acre, the wise men confidently told Burrell that the trees would die out after a few years. As the years came and went "the scoffers accepted the facts and began to plant for themselves." (41:23; 54:138)

The success of Lyman Burrell was due to the ideal climate and soil he found in the Summit area. Because of the unevenness of the slopes, gullies, ridges, etc., making up the topography of the area, the early farmers found that it was impractical to irrigate crops. They had to turn to dry farming. Fortunately, unlike the

Frederic A. Hihn's first Laurel Mill (1899-1906). The offices are on the right with the mill in the background. Although tramway racks were laid to the mill from Laurel the grade was too steep for a rail road engine and a steam donkey was used to haul the finished lumber up the hill to the rail yard.

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Santa Clara Valley which received about twenty to twenty-five inches of rain a year, the mountains received from fifty to eighty inches of rain annually. Because of this rainfall, men could successfully dry farm.

Another weather factor in favor of the mountain farmer was the lack of heavy frosts or scorching summers. The Summit area benefits from the almost-constant temperature of the Monterey Bay. Light winds, carrying fog from the bay, cool the area during the hot summer months and also tend to keep the area warmer than the Santa Clara Valley in the winter. These factors coupled with the East-West axis of the mountains allowed the farmers to plant orchards and vineyards on a southern exposure. In short, while dry farming in other areas would be a disaster, dry farming in the mountains was not only the only alternative, but very practical for successful farming.

Burrell's grapes were judged to be of premium quality at the 1859 Santa Clara County Fair. With his success in fruit trees and grapes Burrell began to experiment. He planted patches of Hungarian grass, millet, and other grains and plants that were almost unknown in California at the time. He was the first California farmer to raise Nepal barley, which produced ninety bushels to the acre. The barley was used to feed his hogs. (14) But the summit area was best suited for fruit trees and vineyards.

As other settlers came to the area they began to plant orchards and vineyards. Prunes were the predominant fruit, followed by pears, cherries, persimmons and other orchard crops. The farmers used Chinese and later Japanese farmhands to clear land, plant crops, work the harvest and make wine. (40:12/18/1961; 34:2/1905) The wine industry started booming after the arrival in the mountains of Ernst Emil Meyer, a German immigrant.

In 1881, Ernst Meyer bought 1,700 acres from Lyman Burrell and moved to his property on November 26, 1884. The property was located about three miles west of Burrell's ranch between the present roads of Highland and Mount Bacci. Meyer sold off part of his land to other German immigrants during the 1880's and 1890's. He built thirteen miles of roads, a large farm house,

In the late 1880's wagons were used to haul finished lumber or, in this case, "Split stuff" to town or to the railway.

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a winery, and planted eighty acres in different varieties of wine grapes. Naming the winery "Mare Vista" (Ocean View), Meyer's winery earned a reputation for excellence. The deep shale soil was ideal for white wine grapes and produced five tons per acre. The original winery had a 6,000 gallon capacity but in the late 1890's Meyer and his son Emil expanded to handle 250,000 gallons, taking in other farmers' grapes as well as their own.* Ernst Meyer gave the following account to Phil Francis, author of *Beautiful Santa Cruz County*, in 1896:

Not long after I came here I found that the deep shaley soil of the ridges was best adapted to both table and wine grapes. We make little, if any, of the sweet wines, as we are not able to compete with the southern country in that respect, but in the dry wines we have the quality and the market. Buyers and consumers have said that our dry wines are as good as the best. However that is, I know that the buyers always come to us; we never go to the buyers. (44:125)

At one year of age the wine produced in the mountains brought 50¢ a gallon and at three years it brought \$1.00 a gallon. The grape varieties grown by the Meyers and the other farmers were: Chauche Gris (Gray Riesling), Chauche Noir, Franken Riesling, Johannisberg Riesling, Semillon, Sauvignon Vent, Sauvignon Blanc, Zinfandel, Cabernet, Merlot, and Crabb's Burgundy. Other wine producers were Hester Ranch, Montgomery Ranch, Fidel Ranch, Lincoln Ranch, Humphreyville Ranch, and Freeborn Ranch. (46:177; 44:125)

The lower ridges of the Summit area proved to grow some of the best table grapes in the state. Ripening late, these grapes could be shipped to the East Coast and even to Europe. The varieties grown were: Cornichon, Black Ferrari, Rose Peru, Hamburg (black), Muscat, Verdal, Sweetwater, and Royal Isabella. The producers

*(38:6/3/1934; 54:1111; 44:125)

Summit area farmers bringing their fruit to Wright's Station. From Wright's the fruit was shipped to the East Coast and on to Europe. The Earl Fruit Company operated in Wright's at the turn of the century.

San Jose Historical Museum

**EARTH
FRUIT
COMPANY
CALIFORNIA**



were Jarrett and Whitman Ranch, Professors Charles Herman Allen and Henry Brace Norton—Allen was the principal of California State Normal School at San Jose and Norton was the vice-principal, Edward F. Adams, Judge Milton Miller and James D. King. (44:125)

By 1918 Wright's Station had two packing houses, the Earl Fruit Company and the Pioneer Company. The companies shipped fruit as far as England and Europe via refrigerated railroad cars to the East Coast. The fruit—grapes, silver prunes, and egg plums—grown in the Santa Cruz Mountains was in great demand and brought top prices. (40:8/25/1959)

In order to keep up with the latest farming techniques and the success of their neighbors, the growers on the Summit joined together to form several farming societies. These groups later became the foundation for social events. The Grange, the Fruit Growers' Association, the Farmers Union and the Farm Bureau all had a good following in the days when most residents of the mountains were engaged in one form of farming or another.*

Farming in the mountains began to decline in the early 1900's. Erosion began to take its toll. The hilltops which had been covered with deep rich soil before the area was logged off, had been subjected to constant cultivation and heavy rains which had washed the topsoil from the ridges. Further, the farmers were hard hit financially by the automation of valley farms and could no longer compete. To make matters worse, Phylloxera, a disease that attacks the roots of grape vines, destroyed many of the vineyards in the area in 1906 and 1907. (38:6/10/1934) The area never recovered from these set-backs, and farming regressed to a subsistence level.

*See Chapter IV, "Culture in the Wilderness" for further discussion of farm societies.

The interior of the Earl Fruit Company at the turn of the century. Fruit from this packer was shipped to the East and on the Europe.

Pajaro Valley Museum

IV

CULTURE IN THE WILDERNESS

Agricultural Societies

The first agricultural society in the mountains was the Fruit Growers Association of the Santa Cruz Mountains. The Association was active from the 1870's to 1885. Called "the model Fruit Growers Association of the state" by the *Pacific Rural Press*, the association won gold, silver and bronze medals at expositions of farm produce. (34:12/1906) In the March 4, 1882, issue of the *Mountain Echoes*, an "amateur fruit grower" wrote an interesting and witty letter to the editor lamenting the absence of a Fruit Growers Association. The writer recounted that his decision to move into the mountains and grow fruit resulted from the reputation of the Fruit Growers Association. But, upon moving to the mountains, he could find no trace of the association. The "amateur fruit grower" described his failures as a peach grower:

I counted the peaches on one tree. There were 4,117. I had heard that it took 80 peaches to fill a box. I thought I would make a liberal allowance for those that the birds would take, and for what we might eat; so I threw out the 117, and counted just 4,000 to the tree. That would be 50 boxes, which, at \$1 per box (supposing I should get no more for them) would be \$50, to the tree. I had over 200 of these trees. You can imagine how rich I felt! Ten thousand dollars!

But the next morning, after laying awake all night deciding how to spend his money, the peach farmer, upon inspecting his crop, noticed that some of the peaches had dropped off the trees. In desperation the amateur fruit grower looked toward the local fruit growers society for help:

I began to inquire at once. Nobody seemed to know.—In the mean time my peaches continued to drop off. I was almost distracted. I thought of having a special meeting of the Society called to devise means to save my crop. But I couldn't even find out the name of the Society,—whether it was “The Summit Fruit Growers” or “The Highland Fruit-Growers”, or “The Fruit Growers of the Santa Cruz Mountains”.

The distraught peach farmer could not even locate the officers of the club, or when the club met:

My peaches still kept dropping off. In despair I tied some of them to the tree. It was of no use; they just shriveled up and let go all the same.

Matters got worse for the prospective peach grower as finally every last peach dropped off his trees. But the poor farmer continued to look for the Farmers Association and his expected relief:

I have learned that they met at first in the daytime, but afterwards took to meeting at night; but whether on moonlight nights, and publicly, or on dark, foggy nights, and in secret, I couldn't find out. Someone said that the Society met every day at the depot (Wright's Station), during the fruit season, and that there, while the bell was ringing, the locomotive whistling, and everyone else rushing around, the Fruit Growers were gathered in a knot, discussing their affairs, and oblivious to all else beside.

In reporting his woes, the fledgling farmer was given all kinds of advice about the Farmers Association:

. . . One member who didn't have much land was experimenting on growing two crops on the ground at once, and had succeeded so far that last year he had an excellent crop of weeds and about half a crop of grapes on his ground at the same time. . . . One of the members, . . . , believing that the setting of vineyards was greatly retarded by the care that must be exercised to set the cuttings right side up, was experimenting to see if they wouldn't grow top end down. The experiment had so far proved a failure, owing to its having been a bad season for cuttings, set in that way.—Still another of the members, . . . , was experimenting on the drying of fruit. This experiment was a perfect success. The machine that



this member used in his experiments was so powerful that a lagoon opposite where it was set, went dry in a week after it was started up, and has not filled up since. It is yet to be seen whether the thing won't be responsible for a dry season throughout the state.

The "amateur fruit grower" ended his account by noting that not only had he not found out much about the society, but that his peach trees were starting to blossom out again. Help, he felt, must be found fast. In a postscript the poor farmer asked if the society could be held responsible for another dismal year. (26:3/4/1882, 19-23)

Although the "amateur fruit grower" could not find any information about either the association or the officers, the Fruit Growers Association did exist. Regular meetings were held and officers were routinely elected. (26:8/26/1882)

No farming community of the late 19th century would have been complete without the local branch of The Grange, or Patrons of Husbandry. In 1880, Edward Francis Adams, editor of the *San Francisco Chronicle* and a co-founder of the Commonwealth Club of San Francisco, donated land on his Adams Road ranch for the building of the local Grange Hall. Local farmers contributed materials and labor to build the structure. The Grange was active in the mountains for many years, but upon the demise of the Grange a problem developed. Rather than sitting only on Edward Adams' ranch, the Grange Hall was located on the property line between the Adams Ranch and another farmer's. In order to settle who had rights to the hall, the two men decided to hold a Whist card party. The winner would take all. As events turned out, the play of Edward Adams won both the day and the Grange Hall. (40:8/20/1959) After the loss of the Grange, some local farmers formed a branch of the Farmers Union, Local No. 137. Later,

The Wright's Grangers on their way to Skyland to found the Grange at the Adams Ranch in 1880. The second woman on the left is Sarah Bicknell, seated in front is Prof. C. W. Child, standing next to him is Mrs. L. J. Watkins, seated in the center is Lenn Voltz—from the Wright's store, standing at the corner of the station is Mamie Saunders, seated at the right is Mrs. G. W. Worthen, standing behind her is Mrs. Nancy Lillick, Mrs. Joseph Holland, G. W. Worthen, to the far right is Joseph Holland.

San Jose Historical Museum

considerable interest was found in the Farm Bureau and its activities. (34:6/1911)

Although the primary function of these various farming societies centered around problems facing the farmer, the groups served another function as well; they were one of the social centers of the mountains. Even when other social clubs might spring up, life in the mountains centered around farming.

Social Clubs

Meeting "at the time of the full moon" the **Summit Literary Society** gathered all who were interested in writing, poetry, cultural events, or just plain fun. The motto "be true and fear not" attracted most of the people in the mountains. Although the Literary Society's publication, the *Mountain Echoes*, lasted only one year, December 1881 to November 1882, it was a remarkable journal for the times and rural location.* The Literary Society entertained guest speakers who spoke on different issues of the day and on aspects of writing. Members of the society included a wide range of local residents—those who were highly-educated and those who were interested in an informal education.

In 1885, Volney Averill and Charles Aitken formed a stock company, incorporated as the **Patchen Social Club**. The purpose of the club was to build a social hall to hold plays, dances, and other social functions. Together with other mountain residents, Averill and Aitken built a forty by seventy-five foot social hall on land donated by Martin Schultheis. The completed hall was christened the Summit Opera House because of the opera programs held there. But, the primary use of the hall was for dances. Martin Schultheis was a musician and the director of a popular orchestra that often played at the hall. Fred and Tillie Brohaska were also quite popular musicians along with William Crichton on violin, and William Gebhardt on piano. The dances were quite successful with people traveling from as far away as San Jose to attend. When the children became sleepy, parents would bed the infants down in the dressing room and continue dancing until dawn.**

*(26:8/26/1882, 12/31/1881; 34:5/1910)

**(26:8/26/1882, 12/31/1881; 34:5/1910)

The men of the 1890's wore black cutaway coats—in the swallow-tail or claw-hammer fashion—to these dances. The tails reached to their knees and contained a pocket for a white silk handkerchief. When dancing, the men would hold the handkerchief in their right hand to protect the backs of the fancy dresses worn by the women. The men parted their hair down the middle in a line with their coat tails. Shirts, white or colored, with a stiff starched collar, were worn and extra collars were carried as the collars easily wilted from perspiration. Black pants and good black dancing shoes completed the wardrobe.*

According to Walter Young any excuse was reason enough to hold a dance or social. People from all over the mountains came to housewarmings, church box-luncheons, weddings and shivarees. Music at these events was provided by local residents playing the violin, guitar, banjo, or piano. One old fiddler told Walter Young: "I take some of the old tunes and perk them up, and they are quite smart for dancing." Dancing seemed to be the most popular social event of the late 1800's and early 1900's. Mountain residents would drive by horse and buggy as far as the Bayview Hotel, in Aptos, to dance in the dining room. (40:9/1/1959, 1/2/1962)

On May 12, 1906, the **Summit Social Club** held their monthly dance. Nothing would stop the mountain people from coming to a dance, not even the great earthquake of the previous month which had caused considerable damage to the area. The attendance was very large with people coming from Wright's, Skyland, Laurel, Glenwood, Los Gatos, and Burrell. (34:6/1906)

Beside dances, performances by traveling road companies, neighborhood socials, and musicals were held at the Summit Opera House. Coached by Charles Wilkinson, a former English actor, Shakespearean plays attracted mountain residents of the 1890's. In 1904 the Patchen Social Club changed its name to the **Santa Cruz Mountain Social and Improvement Club** after merging with the **Friday Nite Club**—organized in 1904. Although the club had originally been incorporated for fifty years and held dances into the early 1930's, by 1934 the club had disbanded and the abandoned Opera House held only tramps and vagrants. (38:4/29/1934; 34:12/1927, 5/1910)

Another type of social club was the **Wright's Rifle Club**. Organized in 1905 by John Utshig, the President of the Austro-German colony

*(38:4/29/1934; 15:10/1962, 4; 40:1/2/1962, 9/3/1959)

at Austrian Gulch, the club shoots were held on the second Sunday of the month near the Wright's School. People living as far away as San Francisco came to the events. A San Francisco police marksmanship instructor, W. F. Blasse, and his brother Martin, were frequent visitors to the meets. W. F. Blasse held the 100-yard record for the rifle. The founder, John Utshig, had once held the world record for the 200-yard rifle event. Other members included: Ernst Meyer and his son, Emil, Jack Smith from Burrell, and Robert Borella. (38:5/13/1934)

Although socials held by the various clubs and churches were very successful in the mountain area, they were not the only cultural events receiving mountain patronage. In 1887, George Liston built and operated another, quite successful, social gathering-place. Located on Morrell Cut-off, on one side of the long bridge where a horse trough was, Liston built the only saloon in the Summit area. In an effort to combat Liston's establishment, the local chapter of the Woman's Christian Temperance Union had another watering trough built around the bend from Liston's watering hole. The women hoped that the farmers would stop at their water trough and quench only the thirst of the horses. (40:8/20/1959)

Of all the social clubs in the mountains, perhaps the most successful social gathering places were the many local churches. Built with donations and free labor by local residents who felt the calling, the churches served two purposes. They provided places where the faithful could come, and, in addition, they were the focus for many of the social events in their area of the mountains.

Churches

Although early attempts at church organization failed, due to the various beliefs held by mountain residents, as more and more settlers moved into the mountains, they built churches of various denominations. One of the first gatherings was at the **Temple Grove Baptist Church** in 1876. The church has long since vanished, but the solitary grove of redwoods stands today on Loma Prieta Avenue above the site of the Jeffries Hotel—also torn down. S. N. Reed

was the founder of the church which later moved to the residence of Reverend A. E. Sears.*

Union services and Sunday School meetings were held in "The Chapel" on J. Birney Burrell's ranch. Later services were held in the Burrell School until the **Wright's Presbyterian Church** was built across the street at the foot of Loma Prieta Avenue in 1893. Reverend Mitchel founded both the Wright's Church and the **Skyland Presbyterian Church** (in 1887).**

From 1880 to 1887 Skyland residents held services at the Highland School. As the church grew, Reverend Mitchel started a drive to raise funds for a new church. In 1887, Judge George Miller donated land on the corner of Skyland and Miller Hill Roads for the **Skyland Church**. Local ranchers donated money, material and labor for the new building. D. M. Clough, Jerome Bassett and John Berkenshaw supervised the construction. Jerd Comstock and the Glenwood Lumber Company donated the lumber for the church. The furniture factory at the end of Long Ridge Road built furniture for the church. (40:8/13/1959; 12)

Walter Young recalled an interesting anecdote about the building of the church. Young's father, W. A. Young, was asked to donate pickets for a picket fence to be built around the church yard. Although not an avid church-goer, Young's father complied and delivered the material.

Some months later he passed the new building but could see no fence. As the place was open he wanted to see inside. You can imagine his disgust when he found the wood box full of his pickets for fuel. . . . He never went in the place again.

Perhaps the Deacons of the church, Carl Allen, D. M. Clough, and J. E. Bassett could have averted the misunderstanding by returning the pickets, rather than using them for firewood. (12)

Socials to raise money have always been a part of mountain churches and were especially favored by the young adult members of the congregation. Along with box lunches on Sundays and the usual money-raising activities, the Skyland Church had an unusual method of funding. During a social gathering every person's name

*(34:5/1910, 6/1910; 44:135)

** (34:12/1906; 40:8/13/1959)



was put into a hat and “you drew your partner by number from a hat and paid by the pound for the partner!” If a partner was overweight it could be expensive.

The stained glass window that graces the building was donated in memory of Etta Mitchel, sister of Reverend Mitchel. The bell, in the bell tower adjacent to the church, was donated by Mrs. Helen McEwen. Mrs. McEwen visited the church in 1904. After returning to the East Coast, she sent the bell to the church. Unfortunately, upon arrival the freight company announced that the freight charges had not been paid. After some haggling over the issue, James B. King decided to pay the freight and the Skyland Church had its bell.

After Reverend Mitchel left the Skyland Church to organize the **Wright’s Presbyterian Church**, Thomas Rugg took over the duties of pastor. Reverend A. E. Sears, Reverend James Richard Wright, and Professor Henry Brace Norton also served the church. (12)

In the late 1890’s a Baptist chapel was built at “Oak Hill”, and in 1899 local residents built **Christ Episcopal Mission**. The Episcopal Church building was located across from Schultheis Lagoon at the corner of Santa Cruz Highway (Woodwardia) and Summit Road. Reverend Tilletson, from Santa Cruz, held services there every three months. Other ministers came on a routine basis from Los Gatos and other nearby towns to preach there. In the 1930’s church attendance declined and forced the church’s closure. Vandals and tramps used the building until it was torn down.*

An interesting sidelight to the church scene in the mountains involved the Reverend Mitchel. Mitchel, who had founded the Skyland and Wright’s churches, ran away with a married woman and neither was heard from again. A short time later the husband of the errant woman disappeared after his home mysteriously burned. He too was never heard from again, and because no bones

*(34:5/1910, 12/1927; 38:4/29/1937; 15:4)

Built in 1887, the Skyland Church still serves the area. The stained glass windows were donated in the memory of Etta Mitchel, sister of the founding pastor, Reverend Mitchel. The bell in the tower to the left was shipped from the East by Helen McEwen in 1904, but arrived with a freight bill due. James B. King, not a noted religious man, finally paid the bill.

Special Collections, UCSC

were found in the ashes, the episode has remained a mystery. (40:8/13/1959)

While social clubs, saloons, and churches—not necessarily in that order—were the most popular social gathering places for the Summit area residents, there were other establishments throughout the mountains where young people gathered. These places were not popular with those forced to attend them. The problem was that those in attendance were expected to work and, worse—, learn. Children as young as five years of age walked, sometimes a considerable distance, to attend the little one-room mountain schools.

Education

The devotion of the Summit settlers to their children's education was evidenced by the number of school districts formed over this small area of the Santa Cruz Mountains. In all there were six school districts on the mountain. The first district was **Summit School**, originally housed in a private residence near the cross-roads of Summit Road and the Santa Cruz Highway in the 1870's. The school was near Schultheis Lagoon which "was a favorite spot in which to pass our noon hour paddling around on half-submerged logs," recalled Mrs. E. H. (Loomis) Chase. The school was finally located at a permanent location one-half mile down the Santa Cruz Highway toward Patchen. This school house, built by Edward Martin, is now a private residence.*

The second school on the mountain was also built in the 1870's. Lyman Burrell donated land right on the boundaries of Santa Clara County and Santa Cruz County, for the school which bears his name, **Burrell School**. In 1889 the Burrell School burned during a brush fire that covered a large area of the mountains before finally being extinguished near the **Highland School**. The Burrell School was rebuilt by local residents in 1890, and on July 4th of that year it was given the first flag pole of any mountain school. The new school was also the first in the mountains to have a

*(40:1/2/1962; 38:6/10/1934; 34:12/1927)

school bell. The school is now a private residence, with the new owners remodeling the building. 21 (40:12/4/1961; 34:5/1910)

Little is known about the **Wright's School**, located at Wright's Station. The school served the community of Wright's from the 1880's until 1929. The school was finally suspended permanently in 1932 because of a general decline in the population of the Wright's area. (8)

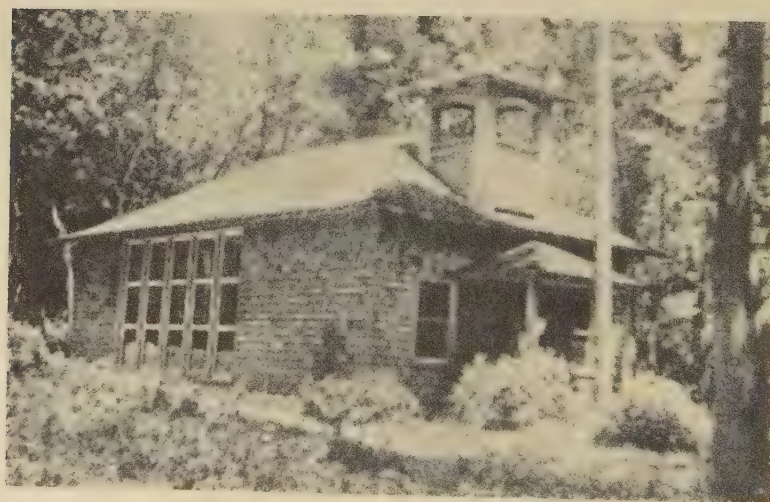
In 1882, Miss Rose Merrill held classes in a little cottage in back of the depot building at Laurel. The children were not subjected to tests or grades. What books that could be found were supplied by the children. The average daily attendance was between six and fifteen students. The teachers were paid between \$55 in 1884 and \$65 in 1906, but their living expenditures were minimal. The rent for the teacher's cottage was only \$2.50 per month. The school was the first teaching experience for many of the early teachers who were fresh out of San Jose Normal School. In 1947 the school closed and the children were bused to Scotts Valley Union School. (2:22-27, 33)

The first classes held at Highland School, 1881-1882 session, were held in an old Chinese ranch-hand cabin. The next year Judge George Miller donated one-third acre for a new school building. Local residents built the building and William Sears was the first teacher. In 1892 the school census report shows twenty-two pupils in the Highland School. Of these, seven were under five years of age, which leads one to believe that the school might have been used as a baby-sitting service as well as an educational institution. In the 1890's faculty members from Stanford University held summer seminars at Highland School in such subjects as economics, history, and political science.

The April 18, 1906 earthquake damaged the school and *The Realty* chided the trustees for being so slow in repairing the school. In 1914 a new school was built next to the original one. The old school building was sold to the Farm Bureau and renamed Highland Hall. In 1971 the newer of the two schools burned down. Presently the old school is being used as a residence.*

On December 1, 1906, a group of residents living in the lower section of the Highland School District met in the home of R. S. Griffith, and Redwood Lodge Road. These neighbors were

*(40:8/13/1959, 12/7/1961, 8/20/1959; 10; 34:6/1906; 44:125)



concerned that their children had to walk a mile and a half in the rain up the hill to the Highland School. Voting to form a new school district the parents sought the approval of the Superintendent of Santa Cruz County Schools, C. S. Price. With Price's approval the parents built a twenty-six by thirty-foot, one-room school costing \$200. Miss C. Tempelton opened the new **Hester Creek School** on September 1, 1906. (34:12/1906; 40:7/21/1959) In 1949, the Summit, Burrell, Highland, and Hester Creek schools merged and formed a new school district, Loma Prieta School District. Hester Creek School became the Hester Creek Community Church (American Sunday School Union).

The constant problem facing the elected trustees of the various mountain school districts was that the teachers did not stay long. Most of the teachers were women and for many of them the mountain school was their first assignment. After teaching for a year or two, most went on to other districts. In 1879, the average spent on education by each district was under \$450 a year. Figures from 1881 to 1882 reveal that the State of California's share in educating the children of the Santa Cruz Mountains ranged between \$33 and \$100 annually per child, while the County of Santa Clara apportioned \$63.33 to \$190 per school district. The pay for teachers in 1892 was an average of \$57.93 per month for female teachers while their male counterparts received \$96.36. Although the teacher turnover was quite high and the total spent on local education quite low, the children were educated. Some of the former pupils continued their education and returned to teach in the schools where they had once been students.*

Besides being interested in formal education for their children some residents of the Summit area became involved with writing and producing a literary journal. To these early settlers, education did not stop with graduation, and social events were not limited to dances, box luncheons, rifle shoots, etc. In 1881 members of

*(34:9/1906; 46:205-206; 42:64; 33:9/3/1881)

Upper: The first school district in the mountains was the Summit School.

Center: The Burrell School without later additions and wings.

Lower: This is the only photograph of the Wright's Station School.

Santa Cruz County Schools and Foster Collection



the Summit Literary Society began publishing the *Mountain Echoes*; journalism had come to the mountains.

Journals and Newspapers

Although the *Mountain Echoes* consisted of only ten issues, December 31, 1881–November 25, 1882, they give an excellent view of the early settlers. The wit and wisdom found in each one of the ten handwritten issues provide colorful pictures of the past.

The editor of the *Mountain Echoes*, Mary B. Smith, kept the mountain community up to date on national, state and local issues. Articles concerning the equality of women frequently appeared in the journal. An article in the August 26, 1882, issue described the problems besetting a young woman traveling alone on a train. When approached by a traveling salesman the woman managed to put the shoe on the other foot. The woman took an aggressive role and rebuffed the initial advances of the salesman. The September 23rd issue advanced the opinion that women should try writing. The same issue described a Fourth of July party celebrated by the women of Skyland after their husbands went off fishing and hunting, leaving them to spend the day at home alone. (26: 8/26/1882; 9/23/1882)

On March 4, 1882, the entire State of California was concerned over the Chinese immigration question. Governor George C. Perkins declared the day a legal holiday, and editors up and down California wrote their opinions on the subject. The *Mountain Echoes* joined the fray in support of Governor Perkins' opinion that the Chinese flow into California must be stopped. To white California, Chinese immigration was a threat to job security. The Chinese laborer would work for less pay than a white man. Furthermore, whites believed that the immigrant Chinese brought with them sickness: smallpox,

Upper: With the twin towers the Laurel School was, and is, very distinctive.
Center: Highland Hall was the original Highland School and the survivor of the two.

Lower: The last of the old schools built in the mountains was the Hester Creek School.

Author's collection and Santa Cruz County Schools

cholera, yellow fever, and other contagious diseases. (63:198) California was in near-hysteria over the Chinese question and the Summit area of the Santa Cruz Mountains was no exception.

An article in the March 4, 1882, *Mountain Echoes*, signed only with the initials J. W. McD., angrily pointed out that the Chinese were given preferential treatment by California courts. In the case cited, a knife fight between a white man and a Chinese—with no witnesses—the white man was found guilty, fined \$20 and court costs. "This may not be the surprising experience of all who are unfortunate enough to have a Chinaman attack them; but it was that of this poor man." (26:3/4/1882, 1-2)

While questions of state, national, and even international importance were reported in the *Mountain Echoes*, the predominance of articles related to the local scene. In this vein, the articles were often humorous, pointing out a peculiarity of a local neighbor, who took the jesting in stride. As stated earlier the common topic of these mountain settlers was farming. In this light, and as was the custom of the Literary Society's journal, the first issue of the *Mountain Echoes* poked fun at one of the area's earliest pioneers, J. Birney Burrell, who came around Cape Horn with his mother and sister to join his father, Lyman, in California in 1852:

Birney Burrell has found that it don't cost anymore to raise good fruit than poor: is digging up some of his old, worthless trees. That is a good idea. It ought to have got through his brain ten years ago. Better late than never. (26:12/31/1881)

The fruit trees were probably the same ones that his father planted when he proved the worth of dry farming and thus caused many more farmers to come to the mountains, perhaps even the author of the jest.

A story in the August 1882 issue, written with the same wit as that penned by the fledgling peach farmer, exposed a bitter feud between two mountain neighbors. This account, "Chronicles of Beulah," was set in the style of a myth. The initial problem was over water rights to a spring. Because of the dispute, one family refused the other family passage over their land to visit other neighbors. In order to visit their friends, the family banned from the normal route decided to build another trail in the "wilderness." With the completion of the trail, travel was no longer

restricted. The rest of the mountain community was amused by the tale. (26:8/26/1882)

The last issue, November 25, 1882, described a nearly tragic episode on Loma Prieta Avenue. A French hired hand, who worked for Mrs. Clifford, became distraught and threatened to kill his wife and children. After finally letting the terrified woman and children go, the man tore up the cabin before the sheriff could apprehend him. The neighborhood people started a fund to send the Frenchman's wife and children to the East where she had relatives. (26:11/25/1882)

In general, the journal dealt in a humorous way with local events of interest. Poems, stories, and events were all included in the only mountain publication that could boast: "Circulation exceeds that of any paper published on the Santa Cruz Mountains." (26:1/28/1882)

With the demise of the *Mountain Echoes* local residents had to obtain news from the *Santa Cruz Sentinel* or the *Los Gatos Mail-News*, but neither newspaper dealt in depth with the happenings in the Summit area. In November 1902, Joseph James Bamber began monthly publication of the **Skyland Mountain Realty**.

Joseph Bamber, a newcomer to the mountains, first moved to the present site of Holy City in 1893 before moving to Skyland in 1895. He was always a promoter. Born in 1843, in Illinois, he claimed to be a friend of Abraham Lincoln, before Lincoln's presidency. In 1851, when he was eighteen years old, Bamber migrated to California with his cousin, Richard Threlfall. By 1864, Bamber was running an early stage service between Oakland and Santa Cruz, carrying passengers and the United States Mail, under the name of Bamber and Company.

In 1872, Bamber and Miss Virginia Hill were married. Miss Hill, born in 1853, was the first white child born in Oakland.

After leaving the stage business, the Bambers operated a laundry business in Alameda and later the Newport Baths on Neptune Beach. Bamber, one of the early promoters of surf-bathing, amassed over \$20,000, but lost his fortune in the economic panic of 1893. After moving to Skyland in 1895, Bamber operated a resort hotel, two ranches, and finally began publication of the *Skyland Mountain Realty*.

Published in the "interest of Real Estate and Fruit-Growing and Farming in the Santa Cruz Mountains" the paper existed until

1927. The paper was printed by the Santa Cruz Sentinel Publishing Company and carried articles relevant to the mountain area, Santa Cruz, Los Gatos, and some state and national news. The paper first consisted of four pages printed on regular newsprint. Occasional photographs appeared in the paper. In 1922, Bamber moved to Los Gatos and the paper was printed by Hyland Baggerly's Los Gatos Mail-News Publishing Company. In November 1926, Bamber gave up the ownership and editorial duties and retired.

Charles Sayler became editor, with A. L. Barnes acting as the business manager. The pair immediately expanded the paper to eight pages. In July 1927, Sayler gave up the editor's post to F. Marshall Sanderson, who ran the paper until December 1927. At this time A. L. Barnes became the sole editor, publisher, and business manager, and printed the last issue of the twenty-five-year-old paper.

On March 19, 1930, an "unidentified itinerant" was struck by an automobile near the Santa Clara County Alms House. The man shortly died at the County Hospital. The "itinerant" was later identified as Joseph James Bamber.*

In 1914, a person identified only as "Liberal" placed a wager with George J. McLaughlin, a resident of Laurel. The bet was whether or not Laurel was a large enough community to support a local newspaper for one year. The outcome was **The Laurel Bulletin**, published from May 1914 to June 1, 1915, by George McLaughlin. The paper covered stories of concern to the people living in the Laurel, Glenwood, Skyland and Wright's areas. With the closing issue McLaughlin wrote, "We have now won our bet by running our little paper one year and one month and we will now bid our patrons a fond farewell." McLaughlin invited anyone in the community to take over the paper, but let it be known that the job was not an easy one. No one took him up on his offer.**

**The Skyland Mountain Realty* was later called *The Mountain Realty*, and finally *The Realty*. (34:2/1905, 6/1917, 9/1918, 12/1920, 5/1922, 11/1926; 38:6/10/1934; 40:8/13/1959)

***The Laurel Bulletin*, 1 June 1915.

V

PIONEERS OF THE WILDERNESS

Early Settlers

The early settlers of California faced many problems and dangers in coming to the new land. They had to uproot their lives in the Eastern United States or abroad, and travel the hazardous routes: across the great plains with the dangers associated with the wild west, or by sea on small sailing craft with the danger of Cape Horn or the Isthmus of Panama. But, to the lure of gold or the promise of free lands to farm, they came in the mid-1800's. Upon their arrival they often found, not the expected riches, nor the easy life farming, but hard work often resulting in failure, either in the gold fields or on land belonging to others. Of the thousand of pioneers arriving in California, many gave up and returned to their old homes, others faced with the reality of life in California, settled on land, purchased or claimed as government land, and built a new state.

A few of the gold seekers or farmers came into the Summit region of the Santa Cruz Mountains. For these early settlers, the mountains provided a last resort. They had found that the best farming land was either taken or had squatters, together with an uncertain title, and decided to try to tame the wilderness.

Charles Henry McKiernan

The first settler in the Summit area of the Santa Cruz Mountains, was not, as is widely believed, Charles Henry "Mountain Charley" McKiernan. The honor belongs to Daniel Post, a hunter and trapper

in the Summit area in 1850. But because he neglected to file a claim on his land he lost it to later settlers and moved to Santa Cruz, where for years he told tales about the wilderness days in the Santa Cruz Mountains when he was the only white man living there.

Although not the first settler, Charles McKiernan was unquestionably the second person to live and work in the Summit area. Arriving in the mountains almost penniless in 1851, he built up a ranch and lumber business, and in later years was sought after by small children, asking him to tell them about his many experiences when the bears roamed the mountains.

Charles Henry McKiernan was born on March 22, 1830, (some accounts list 1825), in the province of Connaught, County Leitrim (or County Caven), Ireland. As a young man he joined the British Army to escape the famine of 1848 and went to Australia as a quartermaster. In 1849 McKiernan heard of the Gold Rush in California and, determined to make his fortune, signed up on the sailing ship, *El Dorado*, bound for San Francisco.

When the ship anchored on January 15, 1850, "runners," who worked for the gold mining companies, met the sailors and induced them to leave the ship and work in the gold fields. Little persuasion was needed as the "runners" offered the men \$20 a day. As McKiernan had been paid only four pounds, about twenty U.S. dollars, a year by the British Army, he quickly jumped ship without his pay and left for the gold fields.

McKiernan traveled to Trinidad in Humboldt County, and started panning for gold at Rose's Bar on the Yuba River in the summer of 1850. He quickly amassed \$12,000 in gold dust. Rather than try his luck further, he decided to go into the business of supplying the miners with provisions, a venture that promised to be a sure thing.

McKiernan bought fifteen pack mules and purchased sugar, bacon, coffee, flour, beans, etc., in the Trinity area of Humboldt County and set off to make his fortune. Upon reaching the mines, McKiernan was able to sell his goods at \$1.00 a pound. Making a quick profit, he returned to Marysville, bought ten more mules and hired three helpers to assist him in the three-day journey to the mines.

This trip resulted in tragedy rather than profit. Indians attacked the pack train, killed two of McKiernan's helpers, and drove off

the mules with the supplies. After searching the area McKiernan was able to round up the mules, but the merchandise was gone. McKiernan and the surviving helper drove the mules to Weaverville, on the Trinity River, and sold the mules. McKiernan then decided to try his luck once more in the diggings. He journeyed to Riche's and Smith's Bar on the Feather River. Not having any luck, McKiernan, now "strapped," left the mines in the company of a man named Page.

The two disillusioned gold seekers traveled to the Santa Clara Valley to buy a ranch and settle down to farm. But, finding land titles in the valley hopelessly complicated, with squatters and several claimants to each parcel of land, McKiernan and Page set off for Santa Cruz over the Santa Cruz Mountains.

Upon reaching the summit of the mountains at *Laguna Sarjento*, McKiernan decided that he would settle there. Page went on to Santa Cruz. In 1851, McKiernan claimed what he thought was government land near the home of Daniel Post, the first settler in the Summit area.

For the first seven months in the mountains McKiernan lived in a hollow redwood tree while building a permanent log cabin. During this time he hunted for game to sell in San Jose. Since he did not make much money in his first two years in the Santa Cruz Mountains, McKiernan decided to go into partnership with William Dearing. McKiernan would hunt deer and bear, and twice a week transport the meat to Alviso. From there he shipped it to San Francisco. Dearing sold the meat when it arrived in the metropolis. In their first year of business McKiernan earned \$7,000. The deer meat sold for ten cents a pound—\$5.00 to \$10.00 a head.

During the early years McKiernan tried raising sheep, but one night a mountain lion killed seventy and McKiernan sold the rest of his 700 head flock. McKiernan went back to hunting full time, including mountain lions which brought a bounty from the county. In the mid-1850's McKiernan had two encounters with grizzly bears (Chapter I—"Howling Wilderness"). Sometime in this early period he acquired the name "Mountain Charley." Some accounts give credit for this designation to the Zayante Indians, while other accounts suggest that other early settlers gave him the name for history.

Along with hunting McKiernan started selling whipsawed lumber in the late 1850's, and in the early 1860's he married an Irish

woman, Barbara Berricke. The McKiernans had seven children. Over the years McKiernan built a large farm house, a barn and outbuildings, planted fruit orchards and vineyards. In the late 1860's and 1870's, McKiernan expanded his business operations into the stagecoach business (see Chapter II—"Transportation Through the Wilderness"). In the 1870's McKiernan also expanded his lumbering business to include several saw mills on 3,000 acres of redwood forest.

McKiernan continued to develop his orchards and vineyards in the mountains, but the absence of a high school in the mountain area caused McKiernan to move his family into San Jose where his children could attend the local high schools. Although he moved from the mountains, McKiernan continued with his business activities in that locale. He retained about 2,000 acres of timber in the mountains and built a lumbermill at Fourth and St. John Streets in San Jose. He started several other businesses in the Santa Clara Valley, including a large berry farm on the Alviso Road and a hay and grain warehouse. He became president of the Pacific Coast Wine Company, a shareholder in the original San Jose Light and Power Company, and owned stock in the San Jose Water Company. McKiernan was also an active Mason, belonging to the Santa Cruz Masonic Lodge, 38 and the San Jose Masonic Lodge, 10.

In November 1891, McKiernan became ill with what was described as either the grip or a stomach disorder. The illness persisted until 4:00 A.M., Saturday morning, January 16, 1892, when he died.*

The Schultheis Family

The next family to move into the Summit area of the Santa Cruz Mountains were the Schultheis'. John Martin Schultheis was born in 1826 in Bavaria. He learned the cabinet-making trade along with farming before leaving Bavaria and settling in Ohio where he married Susan Byerly. She was also a native of Bavaria, born in 1836. In 1852 the Schultheis' left Ohio for California with a

*(29; 25; 34:2/1918; 52:452-455; 38:4/22/1934; 20:12/21/1957, p 4, Autumn 1960, 1-2)

wagon train; Susan helped to drive the oxen across the country. The journey overland was both long and dangerous. The wagon train was attacked by Indians several times.

The Schultheis' finally reached the Santa Clara Valley, but instead of finding good farm land, they found that the land was tied up by litigation and uncertain ownership. Rather than face these problems, the Schultheis' decided to take up land in the Santa Cruz Mountains above Los Gatos. The trip to the summit of the mountains took three days, using oxen to break a trail through heavy brush.

The Schultheis' settled next to a lagoon that had been used for centuries by Costanoan Indians traveling to and from the coast. John built a log cabin—it is still standing, although milled lumber has been placed over the logs. He chinked the logs with mortar made from lime packed on mules from a quarry near the present site of Felton.

The Schultheis' started to improve their land, cutting trees and planting an orchard. One day, while John Schultheis was out in the woods cutting trees, three heavily-armed men rode up to their cabin. Dismounting, the men ordered Susan to cook them some food. After gulping down the food the men rode off. Shortly after they left, a posse overtook the tree men. They were a gang of "Sidney-ites" who had been deported from Australia, then a penal colony for England. The posse was after the men because they had been terrorizing San Francisco. After the posse caught the men, a quick trial was held in the mountains and, without benefit of judge or jury, the posse shot the three men on the spot. The pursuers returned to San Francisco, leaving the bodies, unburied, in the brush.

Over the years the Schultheis' planted more orchards and vineyards. Their family grew with the addition of four children: Martin, Edward, Frank, and Alice. Susan Schultheis became a well-known nurse and mid-wife for the entire area; she would travel as far as Boulder Creek alone, over the wild roads of the 1850's and 1860's to tend the sick and deliver babies. On June 2, 1873, the Schultheis' daughter, Alice, married Volney Averill, a local ranch hand.*

*(15:2/1962, 2; 38:4/29/1934; 40:12/18/1961)

The Averill Family

Volney Averill was born on August 12, 1847, near Highgate Springs, Franklin County, Vermont. He was the sixth of eight children of Mark Richard and Adah (Durrin) Averill. In 1852 the family moved to Illinois and started farming near Prophetstown, Whiteside County. As a child, Volney attended school and helped on the farm.

In October 1864, Averill enlisted with Company B of the 34th Illinois Volunteer Infantry. The 34th went south and joined with the 14th and 20th Army Corps, participating in the Battle of Nashville under the command of General Thomas. After the victory, Averill was detailed to guard a block house near Chattanooga until March 1865 when he traveled to Wilmington, North Carolina, via Washington, and finally rejoined his unit in Sherman's Army at Goldsboro, North Carolina.

After the Civil War was over, Averill went to Washington and participated in the Grand Review before being discharged on July 12, 1865 in Louisville, Kentucky. Averill was mustered out of the Army on July 17th at Chicago, Illinois.

During the winter following his discharge, Averill attended school before working for a year on a farm in Sterling, Illinois. In 1867 Averill worked as a traveling salesman, selling agricultural equipment. In 1869, after two years on the road, Averill worked at the company's store in Cedar Rapids, Iowa. With money earned while working as a salesman, Averill journeyed to California in the fall of 1869. He traveled to the Santa Cruz Mountains where he worked on a ranch for a year. In 1871 Averill left California, returned to Iowa and worked on a farm for two years. In the spring of 1873, he decided that California would be his final home and he returned to the Summit area.

While working and living in the mountains, he met and married Alice Schultheis, the daughter of John and Susan Schultheis. They eventually had seven children.

In 1874 the Averills bought fifteen acres in the mountains, and began to farm their land, and planted an orchard. Over the years they purchased sixty more acres, planting thirty-five of them in French prunes.*

*(50:861; 40:12/18/1961; 38:4/29/1934)

The Burrell Family

Lyman John Burrell was born on September 4, 1801, in Sheffield, Massachusetts. He and his seven brothers and sisters “were brought up as New England farmer’s children generally were in those days, with habits of industry, economy and plain, wholesome living.” When Lyman was two years and nine months of age he entered school, walking a mile and a quarter to the school house. During his first year at school he progressed quite well, but the second year brought a new teacher and a new interest in life, play. Lyman Burrell wrote in his memoirs that the schoolmasters believed in corporal punishment:

Being a little, delicate, flaxen-haired boy, not able to make any formidable resistance, they generally selected me as a good subject to practice upon. They seemed to consider it a duty as well as a pleasure to honor one in this way, and I soon became so accustomed to such honors that I looked for them as a matter of course, and as a necessary part of my education.

Burrell continued his education in Sheffield until he was fifteen, when his father, Jabez Burrell, moved the family to the Western Reserve. Settling in Sheffield, Lorain County, Ohio, Burrell continued his education in the winters, while working on the new farm in the summers. After a few years his father sent him to a Seminary where Lyman studied for three years, finishing his education.

When Lyman was twenty-one, his father gave him one hundred acres to farm, “a cow, a horse, a colt, a pair of oxen, a wagon, an axe, and a good supply of provisions.” Here, on his new farm, he “started forth to fight Life’s battles alone.” After building a house he brought home his wife,* a young widow with a daughter, Eliza. One winter he taught school to supplement the family’s income, as he was recovering from an illness.

A few years after their marriage Burrell’s wife died and, after renting out his farm, Burrell and Eliza moved to Elyria, Ohio. In Elyria, Lyman worked as a quarry man, stockbuyer, and manufacturer of lard, tallow oil, soap and candles.**

*Mrs. Burrell’s first name was not given in the accounts.

** (17:12/31/1881, 1/28/1882, 3/4/1882, 4/1/1882; 4:3-4; 43:263)



In 1839 Burrell married Clarissa Wright, the youngest of eight children. She was born in South Canaan, Connecticut, on August 31, 1805. Clarissa was reported to have attended Oberlin College in Ohio. Two of her sisters married ministers, while two others married doctors. Clarissa's youngest brother, James, was a Presbyterian minister and came to California in 1869 with his family. (4:3; 52:1287)

Soon after their marriage, Lyman Burrell ran for and was elected Lorain County Treasurer, on the Whig ticket. One year later, on August 4, 1840, their first and only son, James Birney, was born. Two more children, Martha A. and Clara R., arrived in the next five years.* In 1849 Lyman's term of office expired and he responded to the lure of the California gold fields. Burrell wrote later: "Surely *this* is my road to wealth." (4:4; 17:12/31/1882, 14)

Leaving Clarissa behind to manage their business and property, Lyman journeyed to California via the Lassen Trail, a well-used route through the Sierra Nevada Mountains. Burrell wrote to Clarissa about the long and tedious trip through the vast deserts. One stretch of the trail left the cattle without grass or water. This portion of the California trail was situated on

the dry bed of a salt lake, the reflection of the heat at noon was almost intolerable, although but few teams had passed before them, the dead and tired-out cattle were lying quite thick, all the water for several miles after crossing this desert issued from boiling springs, into which several cattle had plunged and were scalded to death.**

It is interesting to compare this account of the trip to California, written by Lyman's wife from his description, and Lyman's own account years later:

*A precise birthdate for Martha has not been established but 1843 is probable. Clara was born on June 30, 1845, in Elyria, Lorain County, Ohio. (52:1287)

**This account of the trip is from a letter from Clarissa to her half-sister, Amelia Hanford. (4:7, 49 Fn. 25)

This is the only known painting, or photograph, of Lyman John Burrell (1801 to 1884). Burrell and his family settled in the Summit area in 1853 and tamed the wilderness.

Mrs. Heddy Novotny Collection

Nothing of much consequence occurred to me on the way except one accident which happened on the plains. Being tempted away from my train by wild beasts, a premature shot of my gun took off one of my fingers. As I had plenty of time to nurse it, I soon recovered; and, as it came from my left hand, I did not consider it of much consequence. I was able to work as soon as we reached our destination. (17:12/31/1881, 14b)

After earning \$2000 in the gold fields, Burrell returned home to Ohio during the winter of 1850–1851. On his return trip he went by steamer to the Isthmus of Panama. Disembarking from the steamer Burrell walked overland to the Atlantic Ocean. In crossing the Isthmus, he contracted Panama Fever (Yellow Fever). The sickness left him weak and Burrell “was only just able to reach home,” via ship. Burrell remained sick for some time and “began to think that nothing but the climate of California would cure” him. In 1852, he was feeling better and he again left his family and returned to California on board a steamer. The journey took only one month to San Francisco. (17:12/31/1882, 15; 4:4)

From San Francisco, Burrell traveled to Alviso and rented a farm from Cary Peebels, a financier who came to California from Virginia in 1849, and had a large berry farm. In 1853, after his crops failed Burrell rented land from James Lick near Alviso.*

Clarissa Burrell was very distressed that her husband traveled to California again. On February 24, 1852, she wrote to Lyman:

I do not know as I am very particular where we live but I should like very much if we might live together some-where; no doubt Providence will in due season point out the place.

Not only did she regret the family being separated but she also worried about her husband's health:

I need not tell you how much rejoiced I was . . . to learn from your own pen that your health was improved notwithstanding the very unfavorable circumstances in which you had been placed.

She assured him that she thought she could travel alone with the children to California, rather than have him make the trip again:

*(17:12/31/1881, 146–15; 4:4; 38:5/6/1934; 53:19, 36)

Notwithstanding the dangers of the way if you think best and I have the menes I think I have the courage to undertake the journey. (4:11-12)

Clarissa was upset over the trouble she had with money and the selling of the farm and tallow factory:

. . . I do not seem to be quite ready to set sail yet; it is rather of an up hill business for a woman to sell, or rent a house and lot, and turn all the loose property of such an establishment as this into cash. Some times I get quite discouraged and think I never shall get money enough together to take us to California. (4:19)

Clarissa had many obstacles to overcome before the family could set sail to California:

I believe the *Men* here think it is beneath their dignity to trade with a woman; or if they do condescend to do so they are in duty bound to cheat all they can. (4:20)

But finally all was arranged. Clarissa and the four children set sail for California around Cape Horn on October 16, 1852, on the clipper ship, *Westward Ho*. (4:51 fn. 84, 21)

The voyage to California took 103 days, most of which Clarissa Burrell spent being very seasick. Although Clarissa was having a time of it, the children easily adapted to their new environment. Clarissa, in a letter to her family, wrote of the "severe gales," the "cold at the cape" and how they had no fire to keep warm. "One morning the decks were covered two inches deep with snow." Although the weather was a problem, the biggest obstacle was the Captain, William B. Graves. Often drunk on wine, the Captain would roar at the women and children to keep quiet. (4:22-23) Birney Burrell, at twelve years of age, was one of the children that the Captain disliked having aboard. The feeling was mutual; the children hated the Captain.

Upon the ship's arrival in San Francisco on January 31, 1853, the passengers were given the news of events, local and national, which had transpired since their departure over three months before. The husband of another passenger had died shortly after the ship departed; Franklin Pierce was elected President; and, Daniel Webster died. (4:22,25)

From San Francisco, the family continued their journey by steamer to Alviso, arriving there on Friday, February 4th. After a walk from the landing to Alviso they found Lyman "living on Mr. Clarks ranche half way between Alviso and Santa Clara." Lyman Burrell was working for Clark until he earned enough money to purchase a place of his own. (4:26)

Not only was the climate of the Santa Clara Valley harmful for Clarissa Burrell's health, but land titles were hopelessly unresolved. Finally, after wild cattle destroyed his potato crop, Burrell waited no longer, but gathered up his family's possessions. Together they moved to the Santa Cruz Mountains, where, the previous winter, Burrell had filed for a homestead on what he thought was government land, and had begun construction on a small redwood house for his family. (4:5; 17:1/28/1882, 15-16)

Clarissa was in poor health at this time and Lyman feared that the journey would be too much for her. He made arrangements for a lady friend from Santa Clara to take Clarissa as far as the present town of Los Gatos, then known as "Jones Creek," later known as Forbes Mill, in a buggy. Lyman, their three unmarried children,* and a friend who was helping them move to their "mountain home" met her and together they continued up the mountain with Clarissa riding a saddle horse. The arduous trip to their new home took four days.**

In his recollections, Lyman Burrell wrote about the family's feelings as they first came to their new home:

We all were pleased with our new home and its surroundings. We enjoyed the fine view of those magnificent mountains on the North. We were delighted to see the waters of the Pacific on the South, nearly fifteen hundred feet below us; and it seemed as if we had never seen such gorgeous sunsets as we then saw there. We laid many plans for beautifying and improving our place; and we then christened it "Mountain Home." (17:1/28/1882, 103-12)

Lyman and his son Birney built a redwood house twelve by twenty-eight feet. They partitioned the inside into two rooms. The

*Eliza, Lyman's step-daughter, married Zenus Sikes on July 3, 1853. (4:28)

**See Chapter II, *Paths Under the Redwoods* for a description of the road to the summit.

kitchen was twelve feet square with a wood stove for cooking and heat, while the sitting room was sixteen by twelve feet with a separate fireplace. Three bedrooms and a pantry were attached to the side of the house. Lyman and Birney built the furniture for their "Mountain Home." (4:35-36)

All seemed to go well for the Burrells at first. The entire family was extremely happy at their "Mountain Home." The crops and smaller animals were doing quite well and further work on their house was progressing at a good rate. The Burrell children were quite happy and healthy at their new home. Clarissa wrote to her sister in Ohio:

. . . my health continues to improve. I am considerably more fleshy than I have been for several years past. . . . our neighbors were very much surprised to see me looking so young and healthy; for when I left them they thought I could hardly live to reach my home on the mountain. (4:34-35)

Lyman Burrell began raising stock, and running pigs and goats. However, after several years, grizzly bears and mountain lions took their toll and Burrell was forced into raising longhorned cattle, which were better able to protect themselves.

A Mr. Wayland had a small herd of cattle in the Burrell's neighborhood during the winter and spring. As he also had crops in the Santa Clara Valley, he and his family went down to the valley during harvest time leaving the cattle with the Burrells. The Burrells milked the cows and made butter which the Waylands sold in San Jose. For payment the Burrells took about seventy cows. With this new venture Lyman Burrell hired John A. Quincy, an experienced dairy man, to help with the cows. Quincy worked for Burrell for three months, at sixty-five dollars per month and room and board. Burrell made enough money to buy a horse and twelve more cows and calves. (17:3/4/1882, 11b-12b)

During the first years in the mountains Burrell had begun to plant fruit trees and vines which proved to be aptly suited for the climate and soil of the mountains. In 1856 Burrell planted more trees and vines, believing that he could make a living from the fruit produced: "My friends began to caution me, urging that there would never be a market for so much fruit. But I have never seen that time yet." In later years after the railroad came into

the mountains, tons of fruit were shipped annually to the East Coast.*

In 1857 Clarissa's health began to worsen and she died of consumption. There is no record of the date of her death and her last letters to her relatives back East, remain undated. The only reference is in Birney Burrell's diary on Tuesday, February 10, 1857: "Mother is going to stay down in the valley for several weeks to go through a course of medicine . . ." The diary is blank from May 28th to October 25th, 1857. Probably she died during this period. She was buried (in a forgotten grave) on the ranch. (4:5, 48 fn 23)

Two years later, in 1859, a lawsuit ensued after Burrell and other settlers in the mountains discovered that the land they thought was government land was actually a part of the Soquel Augmentation Rancho. (4:55 fn. 130)

In 1833, the Governor of Alta California, José Figueroa, granted to Martina Castro the Soquel Rancho. Located where the present town of Soquel and the village of Capitola are, the grant extended along Monterey Bay and into the foot-hills. In 1844, Governor Manuel Micheltorena, in order to clarify the original grant, and to add to the grant another parcel of land known as the Soquel Augmentation Rancho, granted both parcels to Martina Castro. There were neither considerations nor conditions imposed on the grants. (6)

On August 29, 1850, Martina Castro partitioned her land into nine equal parts. She kept one part for herself and divided the rest among her children. (6:3) When the United States took California from Mexico in 1846, the status of the Spanish and Mexican land grants had to be reaffirmed by the United States Courts in order to sift through the various conflicting claims. The task was enormous and it was not until 1860 that the United States gave a land patent to Martina Castro, giving her title to both Ranchos. (6:2)

The northern portion of the Soquel Augmentation Rancho, where the Burrells lived, was given to Maria Antonia Lodge, by her mother Martina Castro. Maria Lodge married Henry W. Peck on May 12, 1851 (9) and on April 13, 1859, Henry W. Peck and his wife Mary A. Peck (Maria Antonia) sold a one twenty-seventh part

*(41:23; 17:3/4/1882, 14, 4/1/1882, p12; 44:135)

of the Soquel Augmentation Rancho to Lyman J. Burrell.* Burrell agreed to pay Peck \$1000 cash and gave a note for \$500.

On August 14, 1860, Frederick A. Hihn filed a partition suit with the District Court of the Third Judicial District of the State of California to clear the title of the Soquel Augmentation Rancho. After this legal action, Burrell sought to protect his interests by re-recording his deed on September 21, 1860. (6:13-15) Following a lengthy deliberation, the referees of the Court declared that twenty-four claimants had no rights in the Rancho. (6:16) The case finally came to a close on December 23, 1863, when the Court-appointed referees: Thomas W. Wright, John W. Turner, and Godfrey B. Bockins, divided the Rancho into twenty-seven separate, but not equal, parts. Lyman J. Burrell was awarded "Lot no. 24 being 1/27 of the whole Rancho." (6:17-18, 19-20) According to Burrell's account, after the referees agreed upon the final map, two of the three referees took the map and redrew it. The result was that Burrell lost 1000 acres to F. A. Hihn; other farmers also lost parts of their lands. "As this suit had lasted a month, and our farms were suffering for want of cultivation, we had no courage to engage in another law-suit to get back our rights." (17:4/1/1882, 11-11b)

At this point Burrell thought that he could once more concentrate his efforts on his farm, but another problem developed. Henry W. Peck, from whom Burrell had purchased the land, decided to foreclose on the property note. Peck attached all of Burrell's land and stock, refusing Burrell permission to sell a flock of sheep which were ready for market and whose proceeds could have paid the debt. According to Burrell's account, Peck was under the influence of F. A. Hihn, who had brought suit in 1860 to try to take as much land as possible and had taken 1000 acres from Burrell. Hihn and some of the large landowners had originally wanted the Rancho to be sold at a public auction and then have the money divided according to the amount of land each had had. This would have benefited the large owners who could buy out all the land for less than it was worth, because the smaller landowners

*The total acreage of the Soquel Augmentation Rancho was 32,702 acres. The portion sold to Burrell was 3,500 acres. This does not equal a one-twenty-seventh portion of the Rancho, but is how Burrell's portion was described as it was one of twenty-seven lots sold from the original rancho.

did not have the necessary cash. After the Court decided to partition the land, Burrell and some of the other small landowners were cheated when the map was redrawn. Finally, Hihn had made a deal with Peck that would give control of the land, if Burrell could not pay his debt, to Hihn. At this point Birney went to San Francisco and borrowed the necessary cash to pay off the note, from friends of the family. Burrell was then able to repay his San Francisco friends by selling the sheep.*

Finally the land was his and Lyman could go back to full time farming and raising his family. He began to plant more fruit trees and grapevines. In 1864 Lyman married for the third time. This bride was Mrs. Lucy Wright Lewis, Clarissa's widowed sister. (43:264) The next year in February, two oil promoters, Theodore G. McLearn and Henry Palmer, leased 2,500 acres from Burrell to drill for oil. The promoters agreed to pay an initial \$10.00 and if they hit oil they would give Burrell a 1/20th share of all the oil found during the life of the six-year lease. Although a well was begun on the property, the expected oil never came in and the well was abandoned. (6:22-23; 17:4/1/1882, 12b)

While the promise of oil did not materialize, Burrell and other mountain farmers had considerable success in growing fruit. Burrell wrote:

It soon became generally understood that the Santa Cruz Mountains were especially adapted to fruit-growing. Families came flocking in and settling in every direction. In a short time other orchards and vineyards were set out. (17:4/1/1882, 12b-13)

Over the years Burrell sold off both large and small tracts of his land. In 1868 he sold a portion of his land to his daughter, Martha, for \$50.00. That same year Burrell sold a large section to his son, Birney, for \$1000, and deeded sixty acres along Burrell Creek (Laurel Creek) to his youngest daughter, Clara Burrell, who married Hiram C. Morrell in 1868. Through the years Josephine Clifford (McCracken), Ernst Emil Meyer, D. H. Montgomery, S. W. and J. Edward

*(17:3/4/1882, 15-15b, 4/1/1882, 11b-12; 6:17)

Reed, Reverend Arthur Elliott Sears, S. P. Hall, and other early settlers bought land from Burrell and settled in the area. (6)

The Wright Family

On August 25, 1869, Lyman Burrell sold one hundred acres of his land to Reverend James Richard Wright, Clarissa's and Lucy's brother, for \$600. John V. Young wrote that the land was given to Wright by Burrell to settle an old debt, but there is no mention of a debt in the deed. (6:28; 38:5/6/1934)

James Wright was born on April 14, 1814, in Tallmadge, Summit County, Ohio. After Wright graduated from Oberlin College, Ohio, he married Sarah Holmes Vincent in 1844. They had met while students at Oberlin. Sarah Vincent was born in Boston, Massachusetts, on April 19, 1819. After their marriage James studied Greek, Latin and theology for three years at Elyria, Ohio. Upon graduation he was ordained a Congregational minister. At this time they moved to Sheffield, Ohio, where he taught Latin and Greek and was the minister for the local Congregational Church. The Wrights had ten children: Charles, who was an educator in San Jose and ran for Superintendent of Schools just before he died; Eli, who worked on the ranch; Frederick and Albert, both of whom died as children; Lucy, who married Captain Albert Whittlesey and moved to Portland Oregon; Ward, who became a real estate agent in Bakersfield; William H., who worked for the River Bay Dredging Company; Sumner, who worked for the Abstract and Title Company; Frank V., who married the daughter of Alfred E. Davis of the South Pacific Coast Railroad and became a businessman in Alameda; and Clara, who lived on the ranch.

Because of failing health and a feeling that the climate in California would be of benefit, the Wrights moved to California in 1869, and settled in the Santa Cruz Mountains. Four years after they moved to the mountains, the Wrights built a home and summer resort—one of the first in the mountains, "Arbor Villa." Their home was located across the road from the Burrell's on the corner of Summit and Loma Prieta Avenue. Surrounding their home were orchards and gardens.*

*(50:923; 52:1070; 38:5/6/1934; 4:49 Fn. 26)



The Morrell Family

On November 15, 1864, Lyman Burrell's daughter, Clara, married Hiram Clifford Morrell. Morrell was born in Waterville, Dennebeck County, Maine, on April 25, 1835. After graduating from school in 1850, Morrell went into the mercantile business for four years. In 1854 he came to California to try his luck at gold mining. After arriving in California, he worked in the diggings on the north fork of the American River in Placer County. Not finding enough gold, he worked in the sugar pine sawmills of Placer County until 1861, when he came to Santa Clara County. He operated a sawmill for Howe and Weldon in Aldercroft Canyon for one year before working for four years for McMurty and McMillan (Young) on the Los Gatos Creek near Lexington.

After their marriage, the Morrells settled on land in the Summit area and began to farm. In 1867 Morrell purchased a ranch from his father-in-law, Lyman Burrell, and planted a fifty acre vineyard along with seventy-five acres in fruit trees and thirty-five acres in prunes. The Morrells made wine and shipped table grapes to the East Coast. They kept fifty acres in timber and pasture lands. Over the years the Morrells had five children: Albert E., who later managed the ranch; Jesse B.; Hiram C., Jr.; Lizzie M.; and Minnie C. Morrell.

Hiram Morrell's brother, E. Bradford Morrell, came to the Summit area after his brother had married. Brad Morrell worked as a hydraulic miner in the Sierra foothills in the 1850's, but after coming to the Santa Cruz Mountains, he engaged in the lumber business. Brad and Hiram ran the San Francisco mill at the headwaters of the San Lorenzo River, near the Saratoga summit, transporting their logs on flumes down the San Lorenzo River to the Felton Mill. The two brothers also had mill sites on Charles McKiernan's property near Glenwood, at Waterman's near Laurel, and at several locations near Boulder Creek. Brad Morrell was killed by a runaway horse during the July 4th, 1903 celebrations at Boulder Creek. Hiram died in San Jose on June 16, 1924. (58:429; 38:5/6/1934)

Interior of a Summit area home before electricity came to the mountains.
Adams Family collection



Josephine Clifford McCrackin

In October and November 1880 a writer, Josephine Wompner Clifford, purchased a total of twenty-six acres for \$504 from Lyman Burrell and started building a ranch house and buildings. She was one of the few single women living in the mountain region. Josephine Clifford earned her living by writing articles and short stories for some of the best magazines and newspapers in the United States, including the *Overland Monthly*, which published a large amount of her articles. For the next quarter century, she lived and wrote at her ranch that she named "Monte Paraiso" (Mountain Paradise). Along with publications in prestigious magazines of the day, she wrote for the *Mountain Echoes*, the Summit Literary Club's journal, and was a friend of many of the early settlers in the area. She was responsible for introducing many of the literary giants of the late 1800's to the Santa Cruz Mountains: Bret Harte, Ambrose Bierce, Samuel Clemens-Mark Twain, Herman Scheffauer, and others.

Josephine Wompner was born on November 25, 1838, in the Petershagen Castle, on the Weser River, Prussia. Her father, Ernest Wompner, was from Hanover. When he was eighteen he fought at Waterloo and was made a lieutenant in the British Army for bravery. Josephine's mother, Charlotte Wompner, was a daughter of the Hessian family of Ende von Wolfsprung and was educated to become a maid of honor to Princess Maria of Hesse-Kassel.

During the late 1840's the German states were in constant turmoil, resulting in the 1848 revolution. Josephine's father, a Prussian civil servant, was aware of the impending troubles and in 1846, two years before the revolution, took his family to the United States, settling in St. Louis, Missouri.

In St. Louis, Josephine entered a private German school and later the Externat of Sacred Heart Convent School. In 1854 her father died, leaving her mother, a sister, and Josephine alone. Her brother, George, had gone to the gold fields of California during the Gold Rush.

Another Summit area home at the end of the 19th century. Note the vast amount of different wild game that once flourished in the Santa Cruz Mountains.

Adams Family Collection

Ten years later, in 1864, Josephine met and married Lieutenant James A. Clifford in St. Louis. Lt. Clifford, a member of the Third Cavalry, United States Army, and Josephine were stationed at Carlisle Barracks, Pennsylvania. At the end of the Civil War, Lt. Clifford was transferred to Fort Union, New Mexico. In an article, "Marching with a Command," Josephine Clifford wrote the story of the long march from Fort Leavenworth, Kansas to Fort Union, under the command of General Sykes. The entire command consisted of eight hundred foot soldiers, two hundred army wagons, a dozen or two carriages, fourteen hundred mules, and horses for officers. "No wonder the grass never grew again where General Sykes' commands had passed!" she wrote.

Upon their arrival at Fort Union, Lt. Clifford's group was sent on to Fort Bayard, Arizona, where the two Cliffords were housed in a large tent, complete with two servants. It was during this period in the desert that problems erupted between the Cliffords.

One day Lt. Clifford told Josephine that when he was a civilian in Texas, before the Civil War, he had killed a man in self-defense, but, the lawmen of Texas viewed the fight as homicide and vowed to hang him. In desperation he changed his name and personality and joined the army, completely throwing the lawmen off his trail. After this revelation to his wife, Lt. Clifford, began feeling that Josephine would betray him and he would be hung by his old enemies.

Driven insane by his paranoia he began to terrorize his wife at night. She would often awaken to find him standing over her with a hatchet ready to cut her head off, or, he would tie her up in bed and hold his empty service revolver at her temple, squeezing the trigger several times while telling her that if she talked about his past he would kill her, cut her body into bits and roast them in the fire. Needless to say the effects of this treatment began to tell on her. She was driven almost insane.

After arranging for an escort with the Commander of the fort and being assured that he would have a guard placed over Lt. Clifford at all times, Josephine left. Even with the precautions taken by the camp commander to insure her safety, Lt. Clifford managed to escape. But he was quickly captured, court-martialed and dismissed from the army. Josephine never heard from her husband again.

Traveling to San Francisco, where her brother, sister and mother

were now living, Josephine taught German at the South Cosmopolitan School for a short time. During a brief visit with her friends in Arizona, Josephine heard of the new magazine, *Overland Monthly*. After submitting an article, "Down Among the Dead Letters", she was informed that Bret Harte had accepted the story and it was published in December 1869. Harte and her friends encouraged her to continue writing. She visited Harper Brothers, the publishing firm in New York, at the urging of friends. The company accepted one of her articles, paying her forty-five dollars, the first money that she earned as a writer. For the next fifty-two years, until her death in 1921, she wrote for various magazines and newspapers in both the East and West.

In 1880, with the earnings from her new career, Josephine purchased twenty-six acres at the head of Loma Prieta Avenue from Lyman Burrell and moved to the Santa Cruz Mountains. She built a ranch house, "Monte Paraiso", a barn, cook's house, and several outbuildings. Josephine joined the Summit Literary Society and contributed several articles, with no compensation, to the *Mountain Echoes* and became a well known and beloved member of the Summit community.

During a visit with friends in Arizona she was introduced to Jackson McCrackin, a gold miner and the Speaker of the first legislature of Arizona. They were married in 1882 in Salinas, California and moved to her ranch to live.

Over the years many of her literary friends came to the Summit area to visit her. They usually stayed at the Hotel Bohemia at the foot of Loma Prieta Avenue. Ambrose Bierce and Herman Scheffauer were very close friends of the McCrackins and were staying at Bohemia when the October 1899 fire destroyed much of the surrounding countryside, including Monte Paraiso. Scheffauer took a poetic photograph, after the fire, of Josephine, her clothes dirty and torn, with Bierce's cape around her shoulders, standing next to a chimney, among the ruins of her home.

After surveying the damage caused by the fire and realizing that, while the many destroyed homes could be replaced, the giant redwoods could not, she decided to try to save the remaining giants. In an article published in the Santa Cruz Sentinel on March 7, 1900, she wrote of the plight of the giants that were destroyed, not only by fire but by axe. Her message was quickly taken up by nature lovers throughout the world. Through the efforts of these



concerned people the Sempervirens Club of California was founded and in March, 1901, the first California Redwood Park was founded at Big Basin, near Boulder Creek, in the northern Santa Cruz Mountains. Josephine McCrackin's close friend, the poet Herman Scheffauer, wrote a tribute to her efforts:

SAVIOR OF THE SEQUOIAS

The Titans of the forest, to the east winds sprung forth from the
sea,
Give then, O worthy 'mongst women, their thanks and their
greetings for thee!
When, under their ancient, o'erarching arms, your feet shall
bestir the grass,
Bright dewes from their boughs shall be shaken on your reverent
head as you pass.
From their roots, clutching deep in the earth, to each patriarch's
head in the skies,
The race of these giants had vanished, as the race of mortals
dies;
Coeval with Earth and defying Time, they had perished by the
blade,
If never your pitying heart and hand the hand of the vandal had
stayed.
Therefore, in the forest silences, in the tongue of the noblest
trees,
A name is whispered with love to the winds in their twilight
symphonies.
They that are older than Egypt or Ind and shall outlive the
Ultimate Man—
The deathless sequoias immortal shall hold that name like the
spirit of Pan.

The members of the Sempervirens Club after a long and hard political fight were able to save Big Basin. Standing in the middle and looking to the right is Hugo de Vries, who credited Mrs. McCrackin—seated at his feet to the right—with saving the redwoods.

Sacramento State Library-California Room

'Tis for this that the bearded Titans to the east wind have sprung
forth from the sea,
Give them, O worthy 'mongst women, their thanks and their
greetings for thee!

Josephine McCrackin's conservationist work was not limited to the giants of the forest. In 1901, upset with the mass destruction of songbirds, she wrote numerous articles and founded the first bird-protection society of California, The Ladies' Forest and Song Birds Protection Association, and became the first president of the organization. She also became an honorary vice-president of the California Humane Association, an honorary vice-president of the Audubon Society, the Correspondence Secretary of the Humane Society, and a member of the California Game and Fish Protective Association. She was also interested in the women's movement of the day and because of her occupation as a writer became one of the original members of the Women's Pacific Coast Press Association.

Although their home was destroyed by the 1899 fire, the McCrackins continued to live on their ranch until Jackson McCrackin's death on December 14, 1904. In his memory a poem appeared in the February, 1905, issue of *The Realty*:

M'CRACKIN'S TOMB

Beyond the mountain's crest, the stars
All night their watch are keeping;
Above a rocky, new-made grave,
Where a pioneer is sleeping.
Where oft he loved to rest him,
He sleeps a sound and peaceful sleep
Amid the scenes that blest him.

He sleeps, he sleeps, serene and calm,
Life's pains and perils, over,
The greenwood zephyrs, beneath their balm
Around their silent lover,
No careless throng treads here,
No hand profane shall move him,
But wild flowers soon the spot will cheer
And the wild birds soar above him.

Sleep on, sleep on then, old-time friend,
A fitting tomb is found thee;
The broad blue skies above thee bend,
The mountain tops surround thee
With heads uplifted, bold—
To meet all winds and weather,
You loved the silent hills, so old,
That stand unmoved forever.

Even should no tombstone rise
To mark his name above him
On memory's page it safely lies
Within the hearts that love him.

After she sold the ranch, Josephine McCrackin moved to *Gedenkheim*, a cottage in Santa Cruz and continued to write. For a time she was on the staff of the *Santa Cruz Sentinel*. On December 21, 1921 she died in Santa Cruz, at the age of 82, and was buried in Salinas.*

The Meyer Family

One of the early land developers in the Santa Cruz Mountains was Ernst Emil Meyer, who bought 1672 acres from Lyman Burrell on November 12, 1881. Before he moved to his ranch, "Mare Vista", in 1884, Meyer subdivided and sold off several hundred acres to German immigrants in the area later known as the Loma Prieta German Colony.

Ernst Meyer's father, Judge Andreas Meyer, was a leading citizen in Ernst's home town of Hadesleben, Denmark, where Ernst was born on January 23, 1843. As a young man Ernst graduated from a polytechnic school in drafting and served in the German Navy during 1863 and 1864. Leaving the Navy, Meyer became an engineer on the Hamburg-American Steamship Line, operating between Hamburg and new York.

During this time Meyer's older brother, William, immigrated to

*(22:Vol. V 6/1913, 340-351, Vol. VI 7-8/1913, 30-46, Vol. VI 9/1913, 107-110; 61:364; 34:2/1905, 1/1921)

San Francisco and opened a wholesale and retail florist business on Geary Street. In 1868 Ernst left the steamship company and joined his brother's business. Two years later he married Maria Detje, a native of Hamburg, Germany. They had met in Hamburg when he worked for the steamship company and she traveled to San Francisco, in the company of her sister, so that they could be married. The Meyer's first son, Emil, was born on September 1, 1874, in San Francisco. The couple's other son, Arthur, was born within the next few years.

Ernst Meyer next purchased four and one-half acres at the entrance to Golden Gate Park on Stanyon Street and established the Eureka Nursery. Meyer subdivided his property and sold off lots in 1883 and 1884, before he moved to his ranch in the Santa Cruz Mountains.

Over the years, the Meyers, with the help of their son, Emil, built their ranch into a well-known vineyard and winery. They continually expanded, both the amount and variety of vines planted, and increased their winery to a capacity of 250,000 gallons. They processed not only their own grapes, but those of their neighbors as well. Their ranch house and winery buildings were quite extensive. The house, surrounded by large trees, overlooked Monterey Bay. The Meyers installed stained glass windows, marble bathrooms and fireplaces, and had the first gas lights of any ranch in the Summit area.

In the 1890's Ernst Meyer built a telephone line from his ranch on Highland Road to Wright's Station, but within a few years the line was abandoned as it was too expensive to maintain. The neighborhood children used the glass insulators on the telephone poles as targets for their sling shots. It was not until 1910 that permanent phone service came to the mountains.

The Meyers had an interesting way of retrieving their daily mail. The mailman's route did not pass their driveway, but instead went up Mount Bacci Road. Between the Meyers' mailbox and their house was a steep gulch, preventing the building of a driveway. In order to retrieve the mail, the Meyers built a cable system from their house to the delivery site. The mailman, after putting the mail into the box, would give the box a shove and it would travel down the canyon, over the gulch and to the house.

In 1904 Emil Meyer, Ernst and Maria Meyer's oldest son, married Anna J. Matte. Anna, the daughter of Antone Matthey, the owner

of Wright's Station, was born in San Jose. Emil and Anna Meyer had two children, Arthur K. and Alice Marie. Emil Meyer became a trustee of the Wright's School District and, as his father grew older, took on more and more of the duties of running the vineyards and winery. He developed the 500 acres remaining in "Mare Vista", planting eighty acres in different varieties of wine grapes. The winery was bonded by the state and in the early 1900's the Meyers specialized in unfermented grape juice. After Ernst E. Meyer's death on April 8, 1918, Emil Meyer took over the ranch until his death in 1939.*

The Goldman Family

In 1884 and 1885 the Meyers sold several parcels of their land to German immigrants. One of the best-known families was that of Dr. Edmund Goldman. Dr. Goldman and his family built "Villa Bergstadt", named for Dr. Goldman's wife, Julia Bergstadt Goldman.

Dr. Goldman was born in Schotten, Schleswig-Holstein, on the Rhine River in 1834. He graduated from Heidelberg and Gleses Universities and came to Bellevue Hospital in New York for post graduate studies. In the 1850's Dr. Goldman settled in New Orleans and began his medical practice. He gained fame for his work in controlling a yellow fever epidemic and was elected president of the New Orleans Board of Education.

With the outbreak of the Civil War, Dr. Goldman joined the union Army as a surgeon. During the war he became friends with several leading generals and admirals: William T. Sherman, Philip H. Sheridan, David G. Farragut, and Benjamin F. Butler among others. After Admiral Farragut's famous victory at Mobile, Alabama, in August 1864, Dr. Goldman tended to Farragut's wounded men.

After the war Dr. Goldman married Amelia Correth, the daughter of a German Count who came to the United States during the 1848 revolution. The following year Amelia died during childbirth. In 1876, Dr. Goldman remarried at Galveston, Texas, and moved

*(38:6/3/1934; 28:10/21/1973; 50:1111; 34:5/1918)

to Monterey, Mexico, with his second wife Julia Bergstadt Goldman. Julia was a native of Bremervoerde, near Bremen, Germany.

In Monterey, Mexico, Dr. Goldman became the family physician of Evaristo Madero, whose son, Francisco, served as president of Mexico from 1911 to 1913. Two daughters and a son were born to the Goldmans in Monterey. In 1887, the Goldmans decided to move to San Jose, California, because of the general poor health conditions in the city of Monterey, Mexico.

After arriving in San Jose, Dr. Goldman practiced medicine for three years. In 1888 he bought a ranch in the Santa Cruz Mountains from Ernst E. Meyer and moved to the mountains in 1890. At the ranch Dr. Goldman continued to practice medicine and the Goldman's opened a convalescent home. Goldman was quite well known throughout the Summit area. He traveled to patients' homes, setting bones and delivering babies. The Goldman Convalescent Home was patronized by people from as far away as San Francisco, who would travel on the South Pacific Coast Railroad to Wright's and continue up the hill in a buggy. The Goldmans continued to operate the convalescent home until Dr. Goldman died in 1910. His widow and children stayed at the ranch for many years. Julia Goldman died at eighty-nine years of age. (38:6/3/1934; 28:10/14/1973)

Conclusion

Although these brief sketches do not totally represent the lives of the pioneers presented here, nor do they represent the total Summit community of several hundred families living in that area of the Santa Cruz Mountains between 1850 and 1906, some interesting similarities in these lives become apparent.

In general, one can see that these people represented the "hardy pioneers" often written about in fiction and history. These people left their established homes to face an uncertain future. They braved an arduous trip across the continent or across the seas; facing the hazards of the desert, Indian attacks, snow covered mountain passes, long ocean voyages, the dangers of Cape Horn, and the yellow fever peril of the Isthmus of Panama.

Upon their arrival to the new land they often found that the

riches of the gold fields were exaggerated, or that the vast open land of California was taken by others. Most turned to the wilderness of the Santa Cruz Mountains as a last resort.

Reaching the Summit area of the Santa Cruz Mountains they began to fell the giant sequoias, kill the wild beasts, and dig roads up the canyons. In this manner the early pioneers tamed, civilized, and settled the wilderness.

But in addition to their immediate tasks, they showed an interest in the future as represented in both their children's and their own education. They established schools and agricultural associations, sent their children to school, and studied the latest agricultural methods. They were also interested in establishing a sense of community, as represented by the many churches, social clubs, and community events. The two early written media of the Summit area were widely patronized as the settlers were eager for news of their more distant neighbors.

Although they built something new, they in turn destroyed something old. By the time they became aware of their actions and made efforts to halt the total destruction of the forests, the wilderness had vanished—civilization had triumphed.

VI

THE END OF THE WILDERNESS

An exact date for the end of the wilderness period of the Santa Cruz Mountains cannot accurately be established. Perhaps the end came with the first settler, but, in any case, the first settler marked the beginning of the end and, as more and more settlers came, the end was apparent. The pioneers built roads through the forest, killed the wild beasts, carved homes and ranches out of the wilds, and eventually congregated into small settlements with all the rudiments of civilization; stores, schools, churches, businesses, and the like.

Patchen

The first settlement in the Summit area centered around the first post office in the area, Patchen. Patchen, an early stage stop on the San Jose to Santa Cruz line, was located about a mile from the Summit on the Santa Cruz turnpike at the Mountain Charley Road fork. On March 28, 1872, a branch of the United States Post Office opened in the home of a man named Shirley. The local residents were undecided as to what they should name the new post office. Some of the settlers wanted the name to be Summit Station, while others felt that it should be named Fowler's since it was located at Fowler's Summit.

Although the station was finally called Patchen, there are two stories as to the origin of that name. The first story, and most colorful, is that when the postal inspector arrived at Shirley's house to establish the new post office, he saw an old woodcutter sitting in front of the dwelling stitching his pants.

The postal inspector asked the wood cutter, "What are you doing, my good fellow?"

"Patchin," came the reply.

so, when confronted with the debate over the name, Patchin was the decision of the inspector.

The other story is that when the postal inspector arrived no one could decide on a name. Mrs. Louis Hebard, who with her husband, settled near Alma in 1857, was among the group and suggested that the people should simply ask the first person coming along to name the station.

Shortly after they all agreed to this, William (Billy) Brown came up the road to the station and the postal inspector asked him to name the station.

"Why, call it Patchen," replied Brown. Patchen was the name of a famous race horse living there that had just broken a world record.

In any event the postal inspector named the station Patchen. It operated from March 28, 1872 until November 30, 1929, with a brief interruption in service between November 26, 1895 and April 29, 1897. During the intervening years the post office moved to other settlers' homes. Jacob V. Fowler had the job of postmaster and later the job went to his son, Josiah; then to D. C. Feely, Joshua Norris, and finally to Mr. and Mrs. L. N. Scott, the owners of the Edgemont Hotel.*

In 1885 Patchen, consisting of the post office, a store and a few hotels, was represented in the American Exposition at New Orleans by D. C. Feely, then the town's postmaster. Feely took a soil sample and a polished wood collection from his farm, as well as a large exhibit of fresh fruit provided by the Fruit Growers of the Santa Cruz Mountains, to the Exposition. (65:155-158)

Burrell

The only remnant of the now vanished town of Burrell is the California Division of Forestry—Burrell Forest Fire Station. In the late 1800's and early 1900's the little community boasted a

*(38:4/29/1934, 5/20/1934; 60; 34:12/1927)

store—run by H. D. Ingram, a blacksmith shop—built by Earl T. Smith and owned later by Jack Smith, the Wright's Presbyterian Church, several hotels, and, after Wright's Station was abandoned, the Santa Cruz Mountain Telephone Company.

The little burg nestled at the foot of Loma Prieta Avenue—"White-wash Alley" as some of the residents called it because of the numerous whitewashed fences along the avenue—was named after one of the earliest pioneers in the Summit region, Lyman John Burrell. In the early 1860's the Burrells donated land for the construction of a new school—Burrell School. The school was established across the street from the commercial establishments making up the town. Although the original community has long vanished, the school still stands and is now a private residence. The one remaining hotel, Bohemia, is now abandoned. A commercial establishment consisting of a store, beauty shop, real estate office, and doctor's office still exists one hundred yards east of the old town, in the old Wright family's fruit packing shed. (38:5/6/1934; 34:6/1906)

Highland-Skyland

In 1867 a Mr. Dodge leased a farm from Lyman Burrell. Dodge planted a vineyard and started a winery. As other settlers came to the area they named it Highland Center. In the late 1860's and early 1870's other people moved higher on the ridge and, looking down on Highland, called their area Skyland. Over the years the two were merged into the Highland-Skyland area of the Santa' Cruz mountains. (38:6/10/1934)

The area was noted for grapes and fruit orchards along with the lumbering industry of the surrounding forests. By 1879 there were enough settlers in the area to warrant a school district. The school was first located in a dilapidated cabin that had been used previously to house Chinese field hands. In 1882 local residents built a new school of Skyland Road above the intersection of Skyland and Miller Hill Roads and classes were held there until yet another school was built on the site by local residents in 1914. The old school became Highland Hall and local Grangers used the hall for meetings and social events. (40:12/7/1961, 8/18/1959)

The school was also the site of church services in the 1880's until the local residents banded together in 1887 and built the Skyland Presbyterian Church on the corner of Skyland and Miller Hill Roads. (12) During this time the Highland-Skyland community was a bustling farm center. The number of ranches located in the area necessitated the services of a store, post office—opened May 27, 1884 and finally closed December 31, 1910 with an interruption in service between January 18, 1886 and April 18, 1893, several resort hotels, fruitpacking sheds, the Lawrence Box and Shingle Mill (1894–1914) and a newspaper—The *Skyland Mountain Realty* (1902–1927).*

With the opening of the railroad from Alameda to Santa Cruz in 1880, tourists began to come to the Santa Cruz Mountains for summer and weekend visits to the country. The tourists came from as far as San Francisco and stayed at various hotels and resorts all over the mountain. (38:6/10/1934)

Resorts

Hotel de Redwood, the first hotel in the Summit area of the Santa Cruz Mountains, was built in 1859, at the time that the San Jose-Soquel Road was being built. The hotel was about twelve miles from Soquel above the later site of Redwood Lodge Road and four miles from the summit. The original owner, a "Yankee", built his home, store and several guest rooms into live redwood trees and stumps. Tourists came via the San Jose-Santa Cruz Stage Line to stay at the unique hotel and take refreshment from the sulphur spring. The tourists were also able to enjoy the excellent hunting and fishing nearby.

As the hotel was a stage stop, it also served as a post office for local residents from June 3, 1879 to October 16, 1882. With the hotel's increased popularity, the owners had to build additional rooms and the old redwood tree gave way to a hotel with two stories and ten rooms with a balcony. This structure burned down in 1885, one year after Myron S. Cox bought it. Cox rebuilt the hotel to accomodate 110 people with the use of tents in the summer

*(12; 40:7/16/1959; 60; 33:1/11/1976; 47:136)

season. This structure was destroyed in 1903, also by fire, after another owner, a Mr. Fitzgerald had bought it. Fitzgerald rebuilt the hotel and Messrs. Dickey and Jay managed it. The second story was knocked off and slid down the hill during the 1906 earthquake. With new owners, Mr. and Mrs. A. J. Waltz, the hotel was rebuilt only to be again destroyed by fire. The hotel was rebuilt for the last time and included a store and cottages, along with a gasoline station which was added in the 1930's. This structure burned in 1953. Little is present on the property to indicate that a hotel was ever on the site, save for the remains of the gasoline pumping island.*

About a half a mile down the San Jose-Soquel Road from the Hotel de Redwood, was the old **Terrace Grove Hotel**. This establishment was first called either "Bonny Blink" or "Blink Bonny". The unusual name derived from the vast view to Santa Cruz, Monterey, and the Pacific Ocean that the hotel boasted. The hotel served as an early stage stop and tourist resort. The hotel's basement held a large barn for horses while the upper floors housed the hotel guests. During the 1906 earthquake the hotel suffered some damage but the owner, R. S. Griffith, rebuilt it, adding a third story and remodeling the basement.**

In 1872 Reverend James Richard Wright built the **Arbor Villa Hotel**, across Summit Road from the Burrell residence, on the corner of Summit Road and Loma Prieta Avenue. The hotel served as both the Wright's home and as a resort hotel. The hotel and residence was destroyed in the 1906 earthquake. After the Wrights rebuilt it, the new building served only as a residence as the resort and hotel business was declining in the mountains. (62:456; 34:6/1906)

In the 1880's Judge George Miller was forced to build the **Hotel Miltonmont** to house his many friends when they visited from the valley. Miller's hotel was located on the Skyland ridge at the corner of Miller Hill and Miller Cut-off Roads. Judge Miller's son, Anson, operated the resort after his father retired until the Tre Monte Corporation purchased the property in 1930. The new owners changed the name to **Tre Monte** and operated a mental hospital there for many years. Like many other structures, the building

*(33: 5/9/1874; 62:478; 40:8/6/1959; 34:6/1906, 10/1906, 6/1907, 4/1927)

** (40:8/4/1959; 62:477-478; 34:6/1906)

shifted on its mudsill foundation during the 1906 earthquake, but was realigned with the use of house jacks. It is presently a private residence. (40:8/11/1959; 34:6/1906)

The most famous resort in the Santa Cruz Mountain area was **The Willows**. In 1886, Donald Beadel, a wealthy Pacific coast shipper, bought the land located at the junctions of Stetson, Skyland, and Long Ridge Roads, from Frederic A. Hihn, the lumber czar of Santa Cruz. Beadel built a large house and cottages on his property, surrounded by an impressive garden. A Mrs. Hannon operated the summer resort until a Mrs. Holt bought the property. In 1904, Beadel's son, Alex, married Mrs. Holt's daughter and started making improvements to the property. Along with an impressive English country house and summer cabins, Alex Beadel built the largest, privately-owned, indoor swimming pool in the United States at that time. Eastern newspapers featured the pool, establishment, and extensive exotic gardens as the showplace of the mountains. (38:6/10/1934; 40:7/30/1959)

In 1887, Fred Loomis, who had moved to the Summit area in 1882, built the **Summit Hotel**. This hotel, sitting on the crest of the ridge, was an immediate success. Patrons traveled from the San Francisco Bay area of the Santa Clara Valley on the train to Wright's Station where buggies picked them up and drove them on up the mountain. Along with the usual walking trails and gardens, the hotel boasted a croquet field. Fred Loomis sold the hotel to Mr. A. N. Nichols in 1891 after his wife's death. Nichols operated the hotel until 1910 when it was converted to a private residence.*

In the late 1880's Mr. and Mrs. A. A. Cotton built a hotel that catered to California's literary society. Harald Frend described the hotel as a "Bohemian Bungalow" in the *Overland Monthly*, the magazine in which most of the writers and poets were published. Such notables as Jack London, George Sterling, Ambrose Bierce, Herman Scheffauer, and Mark Twain journeyed to Wright's Station on the railroad, then either walked or rode in a hotel buggy up the hill to Bohemia. The main reason that they were attracted to this hotel was it was located on Loma Prieta Avenue and a colleague of theirs, Josephine Clifford McCrackin, lived at the end of the avenue. The old hotel is still standing, although now abandoned. (38:5/6/1934; 34:12/1927)

*(16:3/13/1966; 38:4/29/1934; 40:12/14/1961)

The remaining four hotels on the Summit were: the **Jeffries Hotel**, located above Bohemia (It was just torn down in 1975.); the **Woodwardia Hotel**, built in 1911 by Mr. and Mrs. Rucker and located on the Santa Cruz Highway near Summit Road (the hotel was named after the giant ferns found growing in shaded spots all over the mountains); the **Edgement**, located in Patchen and operated by Mr. and Mrs. L. N. Scott; and the **Anchorage**. (40:1/2/1962) An advertisement placed in *The Realty* by the owners of the Anchorage, could have been referring to any of the early hotels:

Spend your vacation in the Santa Cruz Mountains. The Anchorage is the place to rest and recuperate. Situated midway between San Jose and Santa Cruz on the Soquel road. Beautiful new rustic cottages, well furnished for housekeeping. Cottages stand on a fine open plateau, surrounded by hundreds of acres of beautiful redwood, madrone and oak timber. Splendid walks and drives through the woods. The best of spring water piped to each cottage. Altitude 1,900 feet. Public hall and church adjoin the place. Long distance telephone near. Hunting, fishing, croquet, tennis, shooting gallery, swimming pool and other amusements. Branch store will be opened for benefit of guests. Butcher calls three times a week. Rural mail delivery. Horses boarded. Magnificent camping grounds at a nominal rental. No consumptives. Entirely new management. Trains met at Alma. Write in advance for accomodations. Address The Anchorage, Wrights, Santa Clara Co., Cal. (34:2/1905)

The Southern Pacific Railroad Company established **Sunset Park** at Wright's in the 1890's as a weekend tourist attraction. To attract the weekend business the company cut the usual rate from \$5.00 to \$3.00. This move increased trade and on busy weekends several trains, each hauling ten cars with fifty people per car, would climb the mountain grade to Wright's and take the spur siding a few hundred yards to Sunset Park. As many as 5000 tourists made the trip to Sunset Park on the "Picnic Trains". Once at the park they were greeted with beer and such food as French bread, cheese, salami, and barbequed lamb. The site consisted of picnic tables, barbeque pits, cabins, and hiking trails, with electric Japanese lanterns strung overhead. Most of the visitors came from the Bay area and included many national groups as well as fraternal organizations, such as the Foresters, who came from all over the state.

Too much to drink often resulted in fighting, both at the park

and on the train going home. The train trip back to the Bay area resembled a small war on wheels. Windows were kicked out to enable the drunken mob to have elbow or breathing-room.

When the last empty flask had been hurled from the windows at whatever target presented itself—horses, wagons, or ladies with immense bonnets—seat railings, spittoons, chunks of wood from the stove and even doorknobs were removed and thrown.

People with too much to drink fell or were thrown off the train on the homeward journey. Policemen who foolishly attempted to quell the mob “arrived at hospitals with their badges pinned to the seats of their trousers.”*

From the 1880’s to the early 1900’s campers, going into the mountains or over to Santa Cruz on school vacations, blocked the roads with their numerous horse-drawn vehicles. At the height of the season as many as seventy-five teams would be waiting to travel over the grade to Santa Cruz.

Other families would arrive in Wrights or Laurel on the Saturday train where they would be picked up by the hotel buggies and transported to the resorts. The husbands would help the family settle in at the resorts and then return to the Bay area on Sunday. They would return to the mountains on the next weekend and rejoin their families. The cost per vacationing family was \$7.00 a week for board and room.

Young men from the mountains would come to the resorts in hope of finding a young lady with whom to take a moonlit ride. Those that had access to their parents’ buggy had the advantage. Dances were held to amuse both the vacationers and the local inhabitants. Walter Young recalled that when he was in a singing group, the group “had lots of fun, and two songs were always good for a handout.” (40:8/6/1959)

With the advent of reliable automobile travel, the resorts in the Santa Cruz Mountains no longer drew large crowds in the tourist season. Sunset Park was closed in 1910 and the other resorts and hotels quickly followed suit. The vacationing tourists would travel farther and farther away—to Lake Tahoe, Yosemite, and other places even more distant.

*(48:185; 21:47–51; 38:5/13/1934)



In the early 1900's the Summit area of the Santa Cruz Mountains began to decline in importance as both a lumbering center and a fruit growing center. The forest area had been clear cut and the mills were forced to close. Fruit production declined due to intense competition by the Santa Clara Valley fruit crops, which were better suited to mechanization. The vineyards were hit hard between 1906 and 1907 with phylloxera, a disease that attacks grape vine roots. Finally, the beginning of the automobile age led to a decline in summer resort trade. People now traveled farther and farther away. The Santa Cruz Mountains had lost their appeal as a wilderness area. The last grizzly seen in Santa Cruz County was killed in November 1885 in Bonny Doon, in the northern Santa Cruz Mountains. (38:6/10/1934; 47:8)

On April 18, 1906, the mountain residents were rudely shaken from sleep by the famous earthquake. Although most of the quake's damage was done in San Francisco, the destruction in the Summit area was considerable. Roads were blocked by landslides, bridges were broken, houses and hotels were shaken to the ground, and the railroad was destroyed. (34:6/1906) Ten-year-old Leslie Francis Deacon lived through the earthquake and wrote a poem published in the July issue of *The Realty*:

Everything seems to be so queer,
Just about this time of year.
You don't know what the earth is about,
Everything seems to be inside out.
It also seems to be upside down,
The earth is acting just like a clown.
Shaky earth, I wish that I could say to you
One little word or two
And that is this—
When the shaking business you get about
Will you please be so kind as to leave me out? (34:6/1906)

At the turn of the century camping scenes like this were common in the Summit area. Note the flags flying on top of the tent and the fancy frill on the sun shade to the left.

Carolyn Swift collection

Within a few weeks, the roads were opened and people began to rebuild their homes. But these people, engaged in the rebuilding effort, were not the original pioneers. Most were gone.

The original settlers of the region had left behind the roads, orchards, vineyards, schools, churches, hotels, and homes. Perhaps the best epitaph for the now vanished wilderness area of the Santa Cruz Mountains and the pioneers of the Summit area, was written by Lyman John Burrell in 1882:

I can hardly realize that this beautiful neighborhood was thirty years ago so wild and lonely. But I have really enjoyed the excitement of a pioneer life. It has been a satisfaction to me to make paths where no man has ever before trod—to subdue the forest and to scatter the wild animals. (17:4/1/1882, 13b)

Earthquake damage to house on Summit Road at Burrell.

Carolyn Swift Collection



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